CYCLE NEWS®

WEST

Volume XI : Number 38 : October 1, 1974 50¢

Nat'l. half miles: Keener's Terre Haute, Beauchamp's Toledo
Ontario preview • Honda '75 • Plus tech, test, Cat and more!

NEWSPAPER

THE LATEST POOP BY PAPA WEALEY

Honda's two-stroke 700-750cc water-cooled triple road racer is in the United States being outfitted with fiberglass by Dan Gurney.

AT LAST! It could be that the AMA National road race to be run at Ontario Motor Speedway, Ontario, California October 5-6 won't be detracted from by bizarre corner marshals. It seems promoter Gavin Trippe has asked the AFM Los Angeles chapter to flag the event. Now maybe if we wear an AFM T-shirt . . .

Victor Popenko, Russki body blocker of some reknown, was sacked from the CZ factory team, picked up by the Russian KTM team, and did his thing again — this time to Hakan Andersson at the Trophee des Nations in France. Hakan was forced out of the second moto with a broken footpeg. The 250cc national team contest was won by Belgium (sans Joel) under protest from the West Germans. Call out the UN truce team.

How many words can you make from the letters in Marty Tripes?

The U.S. Congress gave $3 million of taxpayers' money for the construction and maintenance of public trails for hiking or horseback riding only.

Anybody who doubts what J.R. Penny has in mind when he asks for an army of desert rangers should read what Robert Moses did to New York with command of a similar troop.

Can-Am is testing a beautiful new line of water-cooled street/roadsters with enclosed, double-row chain drive.

Harry Keast was the winner of the Little Tuffy Enduro, not Jim.

Since everybody has a so-called "ISDT Replica," Bultaco is preparing to introduce for 1975 an American Two-Day Matador. Now that makes some sense.

A radical conservation group has asked for an injunction to prevent San Gabriel M.C. from putting on the annual Barstow-to-Vegas Hare and Hound this year. A hearing on the requested injunction will be held Friday, October 18 at 4:30 p.m. in the Los Angeles Federal Building.

According to the nice lady on the telephone in AMA publicity director Dave Despain's office, Bengt Aberg won the Motocross des Nations on a Husqvarna. Being gullible enough to think the AMA knew what was what, we printed that last week. Guess what? You bet — Aberg rode a Bultaco, just like we suspected. Alas.

First American, Jim Pomeroy, of course rode a Bultaco in the MX des Nations, as well as overall winner Aberg.

Ellie Taylor, maker of prescription lens goggles, writes to say it's amazing how many people write for information about his products and don't include their addresses. The Postmaster tends to frown upon letters addressed simply "Tom Burroughs."

At the Honda dealer convention (where new models are revealed), the thing getting the most whistles, shouts, and claps was the picture of the Honda 400 Cafe's ignition switch projected up on the big screen — it's located with the instrument cluster.

The most amazing thing to come out of the Honda show was their claim of holding the land speed record with the ill-fated Honda Hawk. Crash damage to the streamliner prevented a return run within the required one hour; and one-way records don't count. Harley-Davidson holds the record at 265 MPH.

We just got a press release in from the Rokon people with something about the Rokon Automatic being "versatile." They don't even know how well that applies! The sixth overall, first 350 production bike in the MRA four hour, $1,000 road race in Aspen, Colorado was a Rokon 340 equipped with K81s as its total race preparation. Beat all the entered Yamahas, too.

People have closed minds about running dirt bikes in production road racing. Killer DKW (seen last week) has more ground clearance, more torque, more drive out of corners, more finning, and better stability under braking (since the leading-link front end extends the wheelbase ½" instead of contracting it under hard braking compression) than a 125cc street bike. Put it against a Honda CB125 or a Yamaha RD 125 and it just runs away. It figures, since the bike was made with competition in mind. It's expecially nice on rough tracks, where the MX suspension soaks up all the ripples and keeps the wheels on the tarmac.

PIT RACERS, BUZZ OFF!

The Sports Racing Association of Colorado (SRAC) is soon to join the AMA, but under duress says affiliate Mountain Roadracing Association honcho John Petro. According to him, the AMA strongly implied during negotiation that if SRAC didn't join, then AMA would come in independently and take away all the promoters from their own sanctioned races. AMA affiliation will double the cost of getting into racing in Colorado, in exchange offering the "benefits" of AMA membership. We expect AMA officials to deny the allegation vigorously.

Promoter Gavin Trippe said recently that he would like to abolish the Junior race at AMA Nationals, and instead include Lightweight and Heavyweight Production races in the AMA purse.

IT DOESN'T FIGURE: It's bewildering why some of the "also ran" mags and rags keep claiming "First Tests" of certain model motorcycles when their tests have appeared on the stands either at the same time or after "name" publications have tested the same machines. Example: *Motorcyclist* claiming the first Laverda 1000 test when *Cycle World* has one in the same month's issue.

A GENUINE FIRST: Read the absolute first test of the production Can-Am 250 MX in next week's Cycle News.

HOLD EVERYTHING: The quote of Ed Unini in the AFM road race story last week got "altered" somewhere between the author's typewriter and the printing press. It should have read "If I had known we were dicing for first, I would have tried a lot harder." Nasty things, those typos.

EVERYBODY VERSUS EVERYBODY: The Race of the Year road race held in Mallory Park, England September 15 was a Ken Roberts (Yam) runaway until almost the end. Seems Roberts started the race on rain tires, a good choice since it was raining. But it stopped raining during the race, and Kenny's tires started chunking. He pulled into the pits to stay close to the finish, since there wasn't time to change. Giacomo Agostini (Yam) had already quit, being completely blown off by the fast American. Barry Sheene (Suz) won.

In a last lap, last turn effort to turn a second into first, Paul Smart (Suz) tried to outbrake leader Sheene at the Race of the Year. What he got was front brake failure and a trip into the Armco barrier head on. Paul broke the tibia, fibula, and femur of both legs, injured his back, and garnered a severe concussion. His hospital stay is expected to be six months at least.

Gary Nixon won't ride Ontario because some bones he broke testing Suzukis in Japan won't heal. Unless bone grafts take, Gary won't be starting the next AMA Grand National season.

English ace Peter Williams is finally off the critical list due to injuries sustained in a pre-Talladega crash on a John Player Norton.

Discojet is offering a buy-back deal for riders after the Golden Gate Mile. It seems they're supplying mufflers at $20 each for the event to keep it under a set dbA limit, and now have offered to buy back undamaged units from people not qualifying. In addition, they're offering all sorts of cash for heat and main winners using their mufflers.

The Turf Club seating/buffet/champagne deal for the Golden Gate Mile has proven so popular that Media Max has opened up another 200 seats. Now people turned down 'cause the first 200 were sold out can get in on the comfort.

There won't be any Race of Champions this year in San Jose. The event, tentatively scheduled for Sept. 29, the same day as the Golden Gate Mile, just didn't get finalized in planning.

Valvoline has added $4,000 contingency to AMA purses during the closing stages of this season — for the Ontario road race and the Puyallup, Livermore and Saddleback Trans-AMA's.

Barstow-to-Vegas Hare 'n' Hound, the world's largest outdoor recreation vehicle race, is still on for the Saturday after Thanksgiving, despite the environmental case.

S.C.O.R.E. has decided to let 50 Amateurs enter the A.C.-Delco Off Road Championships at Riverside Raceway next weekend to race for trophies instead of cash. They'll be high priced trophies, but then glory never comes cheap. Try $35 per entry plus $12.50 insurance fee for two days of racing.

Bob Hansen of "Team Hansen" fame, is the new western states manager of operations for Continental Motorcycles Inc. of New Jersey. Look for some Laverda motorcycles, Kreidler mopeds and Solo electric scooters in the winner's circle soon.

Dirt Bike Safari is offering a 13-day cycle tour of Peru, departing from Miami or Los Angeles from October, 1974 through September, 1975. Gary Bailey will do a two-day motocross school in Lima for the December tour. Prices (inclusive) range from $835 to $1,282. For info, call toll free (800) 327-5781.

KLAC radio in Los Angeles will air the Champion Spark Plug Motorcycle Classic from Ontario October 6, so take along your transistor.

The Baja Racing Association has withdrawn from the promotion of the Baja 1000 off-roader. They are still open for suggestions for their early-1975 bike event. Write wishes to Box 1803, Calexico, California 92231.

KNXT Television in Los Angeles, California will air CBS Sports Spectacular coverage of the 1974 World Speedway Championships at Gothenberg, Sweden at 2:30 p.m. Saturday, September 28. It's a CBS network-generated program, so consult your local listings for broadcast time in your area. And if you like it, be sure to tell CBS.

The Grand Prix of Canada Motocross at Copetown, Ontario, Canada is still on as scheduled September 29, with a purse of $15,000. However, due to entry form foulups and other hassles, the event will not pay Trans-AMA points. Send late entries to Steel City Rider, 51 Delbrook Court, Hamilton, Ontario, Canada.

Brake discs on the 1975 BMWs are full of holes. They gang punch them on a giant cookie cutter before finish grinding the working faces of the discs true. The holes don't save all that much weight, but they do yield better braking control in the wet, plus eliminating disc brake squeal.

The new Suzuki Rotary is the best-styled cycle to come out of Japan. Looks like something George Brough might have designed.

Paramount is re-releasing "Little Fauss and Big Halsy," one of the best motorcycle flix ever made. Hope they changed some of the dialogue though. A hare and hound is not an "enduro" and enduros don't pay cash purses, for instance.

The Scholastic Association of Motorsport is now operating to sanction high school motocross through the California Interscholastic Federation. Students, contact your Principals to participate. They have all the info.

Motorcycle Industry Council won a lawsuit in U.S. District Court to bar the California Automatic Lights-On Law from going into effect as scheduled January 1, 1975. The statute, which would have required all bikes sold in the state after that date to have head lights come on with the ignition, is pre-empted by Federal rules in the same area.

Yoshimura 984cc Kawasakis won first, second and fourth places in the 24-hour Bol D'or road race over the weekend. Winners were the French team of Godier and Genous.

Goodyear tires sweep Laguna Seca, Baja, Indy and Talladega

Kenny Roberts scores two road racing doubles on Goodyear racing slicks.
Kenny, Yamaha and Goodyear finished off both July and August the same way. With two impressive double wins.

First, at Laguna Seca on July 27 and 28, Kenny ran away from everybody in sight in both the National and the 250 Expert/Junior Combined.

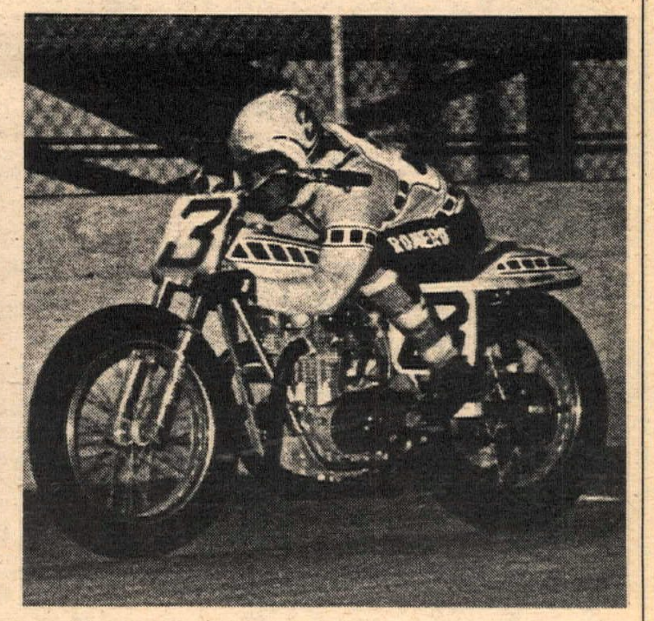
Then, on August 31 and September 1 at Talladega, he did it again—taking both the National and the 250.

Kenny also found time to win the Peoria TT on August 18—this time with Goodyear Eagle D/T tires on his Yamaha.

Mitch Mayes and A. C. Bakken beat even the four-wheelers at the Baja—on Goodyear's Eagle D/S tire.
This year's S.C.O.R.E. Baja Internacional desert race was a romp for the motorcycles.

Mayes and Bakken pushed their Eagle D/S-shod Husqvarna hard all the way—for the Overall and Open Class win.

A Honda piloted by Al Baker and Steve Holladay won in the 250cc class, and a Husky driven by Nils-Arne Nilsson and Mickey Quade took the 125cc honors—both on the Eagle D/S, for a clean sweep of the weekend.



Gene Romero takes the Indianapolis National Mile on Goodyear's Eagle D/T tires.
This year's Indy Mile on August 25 was one of the hardest fought ever. The lead changed six times before Gene took command on the final lap to take the flag and the money.

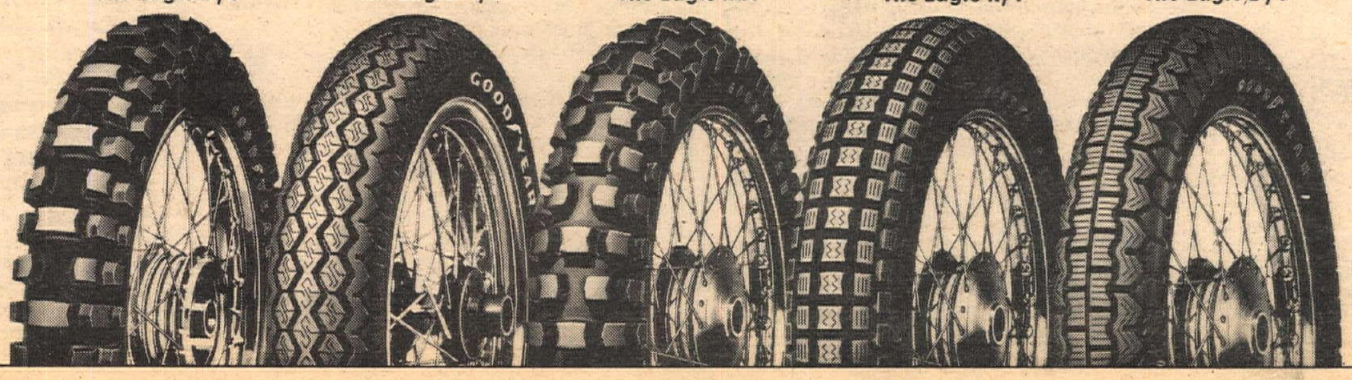
His Yamaha was mounted on Eagle D/T tires front and rear.

Whether you ride to win, or ride for fun, there's a Goodyear Eagle tire for you. See the full line at your Goodyear Motorcycle Tire Dealer—and fly with the Eagles.

EAGLE

GOODYEAR

Eagle A/T, Eagle D/T, Eagle R/T, Eagle D/S, Eagle MX —TM's—The Goodyear Tire & Rubber Company, Akron, Ohio



INSIDE

Nat'l. Half-miles 6, 8
Terre Haute, Toledo
Nat'l. Trials 10
Old America
Desert 12, 17
D-37, DRA
Opinion 14
BLM blues again
Nat'l. Papers 16
Proxy Ascot
North 18
Tax deductible fun 22
Ontario Preview 23
With the fences down, you'll see them
Honda '75 27
Keys where they belong
Speedway 28
Results 30
Tech 34
Funny pipes
Crash test 36
Suzuki 380 GT
Calendar 38

FRONT PAGE: Rocket Rex Staten thumps around the Honda 410 four-stroke bulldozer at Evel's money-cross. Photographic voyeurism by Charles Clayton.

CYCLE NEWS®

Sharon Clayton, Publisher
Thomas R. Culp, General Manager; Edna Mewton, Secretary to Publisher.

Advertising
Thomas R. Culp, National Director; Linda Clark, Advertising Manager; Chris Kolbet, Advertising Assistant.

Editorial
Charles Clayton, Editor; John D. Ulrich, Associate Editor; Lane Campbell, Calendar Editor.

Art & Production
Catherine Lampton, Art Director; Nancy Gray, Advertising Art Director; Hector Aguilera; Lab Technician, Marion Hatashita, Typographer; Melvin Phelps, Assistant Typographer.

Circulation
Rheba Smith, Manager; Pam Hobbs & Chris Andrews, Assistants.

Accounting
Gaye Zaionz, Manager; Twila Wheeler & Linda Mallard, Assistants; Rosemary Chandler, Collection; Lani Sienk, Assistant.

Services & Support
Mike Colikas; Randy Davis; Bill Runyan; Jeannie Dunivan, Receptionist.

West
P.O. Box 498, Long Beach, CA 90801 (213) 427-7433; L.A. Line 636-8844.

East
P.O. Box 805, Tucker, GA 30084 (404) 934-7850.

Central
P.O. Box 13245, Austin, TX 78711. (512) 444-7548.

Subscription
One year, second class mail $12.50; 2 years, second class mail, $22.50; 3 years, second class mail, $30.00; Single copy price, 50 cents.

Copyright Cycle News, Inc. 1974. Trade mark registered U.S. Patent Office. All rights reserved. Published weekly except the first and last week of the calendar year by Cycle News, Inc., P.O. Box 498, Long Beach, California. Second class postage paid at Long Beach, CA. Editorial stories, cartoons, photos, etc. are welcome. Addressed, stamped envelope assures return of unpurchased editorial matter. Reprinting in whole or part only by permission of the publishers. Advertising rates and circulation information will be sent upon request. See S.R.D.S.

VOICES OF THE WEST

Enduro for burn ward

For the past two years the Woman's Auxiliary of the Pasadena Fire Department has been working to purchase badly needed equipment for the Los Angeles County, USC Medical Center burn ward, the third largest in the United States.

In 1972, when the burn ward project was started, it took only 10 months to raise $6,000 for an Air Fluidized Bed used in the treatment of severely burned patients. When we started the project for the bed, we became aware of a woman who was badly burned and in great pain. In addition, her family had rejected her because of her appearance. By the time the bed was delivered, this woman's one arm and one leg had been amputated. By that time the woman was in so much pain that she had absolutely no will to live. After a short time on the bed her body began to heal and the pain subsided. She now has an artificial arm and leg and lives a full life with her family.

In 1973, Dr. Zawacki, head surgeon of the burn ward, expressed an urgent need for surgical instruments to be used on the hands and face. At that time it was necessary for him to borrow the instruments from another hospital. If these instruments were in use Dr. Zawacki did without them. After a year of fund raising activities, we were able to purchase the instruments at a cost of $1,600. Because of an unexpected discount on the instruments, we were left with extra money. With this money we bought color televisions for the patients in the intensive care unit at the burn ward. These are the only diversion the burn patients have from themselves and their pain.

This year, 1974, our goal is to provide eight badly needed isolation units of which there are none at this time. One of the main problems with severely burned patients is infection. These units would provide a sterile atmosphere and alleviate the problem.

Readers of *Cycle News* can help by entering our fund raising enduro October 27, the SRA Hook and Ladder Enduro. The $8.50 entry fee is tax deductible.

WOMAN'S AUXILIARY
PASADENA FIRE DEPARTMENT
Pasadena, Calif.

Terry who?

Regarding AMA's President Terry Tiernan's remarks concerning NASCAR in his September 17 issue of *Cycle News* interview, quote: "NASCAR has one problem. Politics. One of the best things AMA has are competition people. They've been there, etc., and have had dirt thrown in their faces and have fallen down."

I suggest President Tiernan do his homework better. Here are the facts on NASCAR personnel:

Bill France, Sr. – An ex-race driver who drove on many a dusty dirt track.
Bob Sall, Eastern Director – One of the all-time AAA greats back when men were men in auto racing.
Bob Barkhimer, Western Director
Veteran of more than 1,000 auto races, seriously injured twice, etc.
Art Atkinson, Southern California Director – Former California Jalopy Association Champion, driver in many events at Western and Gardena Speedways.
Bill Amick, North Western Director – Another all-time great in the ranks of late model stock car racing, one of the finest.

And the list goes on and on.

Now to AMA.

Terry Tiernan, Who?
Ed Youngblood. What?
Bill Boyce; perhaps a race or two.

And the list goes on.

Mr. Tiernan, as one of the top men at Yamaha, should not be President of AMA as he has a direct conflict of interest.

Yamaha signs up top riders then refuses them permission to compete in the smaller events that are the basic backbone of AMA racing. By this action they operate in restraint of trade, so to speak, as they deprive the paying public of the services of AMA's finest. This action hurts AMA, the public, the promoter who does play an important part in the building of AMA, and the competitor himself.

I, personally requested the services of Kenny Roberts last year for our races at the Cow Palace in San Francisco and was willing to pay extra for Kenny.

Jim Doyle, Ken's agent, turned me down with the statement that Yamaha had too much invested in Ken to allow him to run indoors (the safest form of motorcycle race yet devised).

A policy like this makes a mockery of having Yamaha's top man as President of AMA. I suggest a neutral person, possibly a distributor of motorcycle parts as past President Mr. Kelly.

Mr. Tiernan is without question a capable person, intelligent, but he is lacking in the down-to-earth knowledge of racing, be it cars or motorcycles.

BOB BARKHIMER
Scotts Valley, Calif.

AMA President Tiernan is a former Amateur racer . . . Ed.

MXing for Mom and apple pie

I'm writing in reply to Mr. Davis' uncalled for voiced opinions about Brad Lackey. He is dissatisfied (or maybe jealous) of the immaculate coverage which *Cycle News* has given the United States' sole entry in the 500 World Championship.

It just so happens that Brad Lackey is one of the top ten 500cc motocrossers in the world. He's only 20 years old and already riding with the best of them. Besides that, he's an outasight dude doing his thing for Mom and apple pie. All us kids back in the states like to keep track of what he's up to, and as a matter of fact, his right profile looks a bit like Peter Fonda.

We realize that there are more important things to report on at international MX than the American Team, such as the type of paper used in the outhouses of the European circuit (Is it flowered, or just plain newsprint?), the alkaline content in the first turn of the French GP course, what brand hot dog buns they sell at the concession stands, or the type of underwear CZ team rider Vladimir Khoudlakow wears while traveling from course to course.

Brad Lackey is one of the neatest, fastest and swellest all-around American cycle riders ever.

STEVE CORNETT
President, SoCal
Brad Lackey Fan Club

Pat on the back for Jorgy!

I sure would like to know what kid you have writing the column on Ascot. He or she seems to neglect the biggest Junior winner at Ascot this year. I am speaking of Alex Jorgensen No. 62z. Ascot is not the only track he has won on; he won two in a row at Chula Vista before they discountinued the AMA Half-mile there, not to mention the mile at Stockton. Anyone picking up your paper and reading it for the first time would think Alex just lucked out and won one. Few if any would know that this Junior rider was unbeaten in the month of June and that he is also unbeaten by any other Junior rider in the month of July. His Triumph is stictly privateer. I know, for I am owner and tuner of this bike.

We both buy your paper every week hoping that there will be a picture or worthwhile article about him which would be a far bigger purse than they pay for his wins at Ascot. Let's not forget that these Juniors and Novices are the coming stars of tomorrow and a little pat on the back can go a long way.

TONY GUTIERREZ
Santa Paula, Calif.

Attention wives of has-beens

Where was the man of the house last Sunday? Did he lie in bed until ten, then move to the couch for another one of those "fun" Sundays with the t v on all day. Are you still sweeping up the crumbs from around his favorite chair, or did you hustle him out to the garage for a good cleaning?

Why not give him and the family a break? Just because he's thirty or over doesn't mean he's all washed up! You can load up his bike and bring him on over to us, the Over the Hill Gang. We'll mount the old warrior on his steed and see that he gets all the fresh air, sunshine and exercise he needs. The couple of pounds he'll lose will be good for his heart and riding with men his own age will be a tonic to his ego.

Besides, you'll meet other nice families and probably enjoy the day yourself. He can leave the crumbs at the park and you can go home to a clean living room. Think of the wear and tear you'll save on the boob tube!

Over the Hill Gang for Men Thirty and Over – Riding, Racing and Family Outings. We meet at Santana's, Topanga Canyon Boulevard near Sherman Way in Canoga Park at 8 p.m. on the first Wednesday of each month. For more information, call Rotten Rick at (213) 455-1945.

"ROTTEN RICK" HALLMARK
Topanga, Calif.

Nice letter

I just wanted to say thanks for your super trials coverage. I realize you have a space problem, but thanks for giving us trials riders a little room anyhow.

Your friend and loyal subscriber.

DON BUXTON
San Diego, Calif.

TV sponsors know

Let's hear it for all those television sponsors who are using bikes as their theme in their commercials! Guess they are finally realizing that they have a very large audience in us poor little bike types.

MARIE KING
Lomita, Calif.

First for America!

Villa and Harley-Davidson Clinch World 250cc GP Championship

Harley-Davidson ends Yamaha rule of the 250cc Grand Prix Circuit with Italian, Dutch, Finnish, and Czech GP victories!

A fantastic achievement! Walter Villa, on a Harley-Davidson water-cooled RR-250, took 4 out of the first 9 World Grand Prix races to thoroughly dominate the European circuit!

Villa fired through the 77 mile Brno course (consisting entirely of public roads) in 48 minutes, 15.7 seconds and averaged 95.82 mph. In addition, he also ran the fastest lap time in the race—96.32 mph!

A remarkable man. A magnificent machine.

It was the first time since 1969 that anyone other than Yamaha had taken the championship. And it was the first 250 GP world victory ever for an American manufacturer.

When Harley-Davidson goes racing, they're out to keep their Number One.

Harley-Davidson already holds 18 of 29 A.M.A. Grand National Championships.

And they still own the World's Land Speed Record, too.

These achievements take men and machines and experience. Plus a great deal of pride.

And this is expressed in every machine Harley-Davidson makes. Trail, cross-country, street, or highway model.

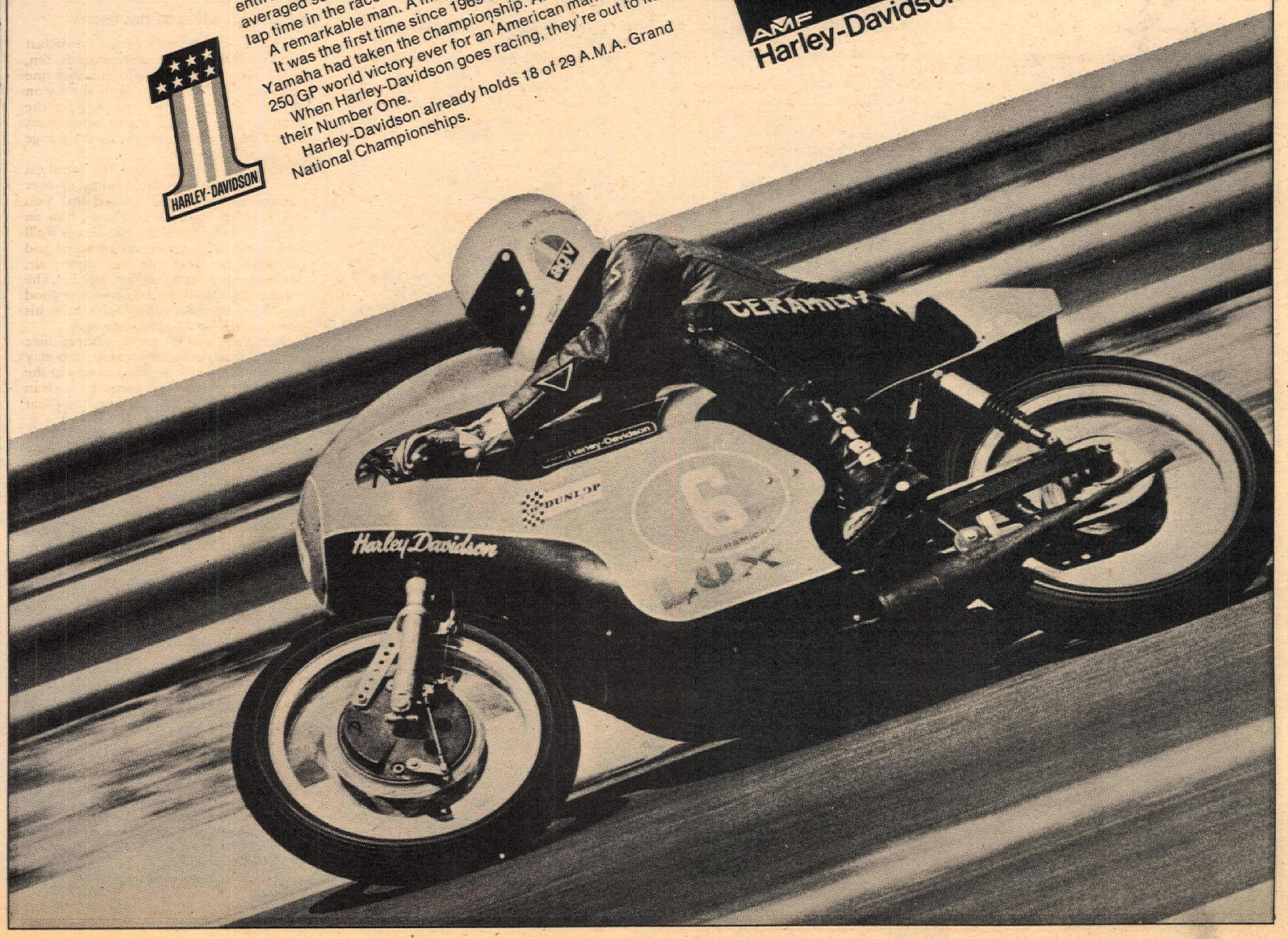
All sold and serviced by a Harley-Davidson Dealer team that's the equal of our racing teams.

To keep you Number One in pleasure riding.

Harley-Davidson, Milwaukee, Wisconsin 53201,
Member Motorcycle Industry Council.

AMF Harley-Davidson

HARLEY-DAVIDSON



Keener wins, Kenny

By Gary Van Voorhis

TERRE HAUTE, IND., SEPT. 22

The rescheduled rain date for the last race of the Camel Pro Series was worth waiting for, especially if your name was Corky Keener.

Corky uncorked a ride on Terre Haute's Action Track half-mile that left everyone else so far behind there seemed to be two races – his and the rest of the field's. Kenny Roberts Yammed his way to another Grand National Championship with a second placing and also took the biggest share of the Camel money. Dave Aldana put in the charge of the day with a ride that carried him from last place to third at the flag.

Terre Haute was the last dirt National for the '74 season on the East Coast, but the all-night drive after Toledo's National left little sleeping time for many of the riders and crews if they were to be prepared for the race. Rex Beauchamp, still up from his win in Toledo, was buzzing about the pits. "I'm ready for another win. I didn't get much sleep but I'm running at 9,500 RPM."

Practice thinned out the ranks as some riders found their machinery not up to taking another round of beating. Corky Keener's mount gave up the hunt with a burnt valve which he and sponsor/tuner Bart Markel replaced while the cold wind left everybody bundled like Eskimos.

The chill didn't cool off John Hateley, who took an immediate liking to the track by setting a new track record in time trials and dragging the sidecases in the process. In the beginning the track shaped up so that you could ride a high line in the loose cushion and make time, but as the day wore on the cushion moved out farther and farther while the groove got wider and wider. "There's so many lines it scares me," said Kenny Roberts before the final. Indeed there must have been a dozen lines through each turn and it appeared that nobody rode the same one twice.

Only 40 riders qualified for the heats; the previous night had taken its toll. Steve Droste, John Hateley and Dave Aldana scooped up the transfer spots in the first heat with Hateley a constant challenge to Droste, and Aldana moving to third from fifth via some fancy work in traffic.

Kenny Roberts got off the line badly in the second heat, but buzzed his Yamaha into the lead on the back straight, leaving Gary Scott and Rex Beauchamp to see whose Harley would occupy second place. Beauchamp took the nod on the fourth lap and held for the remainder. Scott, apparently sore from Toledo's beating, took an easy third.

Corky Keener was the master of the third heat, running his rebuilt engine away from the pack and using the high line on the edge of the cushion to get plenty of drive. Chuck Palmgren moved from fifth to second by lap three dogged by Mark Williams and then Gene Romero in third when Williams rolled to a stop on lap seven.

Dave Sehl put a holeshot on both the start and restart, followed closely by Triumph-mounted Steve Morehead and John Gennai. Bill Schaeffer was mired in traffic in seventh on the second lap but was ready to move. Schaffer worked up to third on lap six, pressured Morehead out of second on lap eight and then put a drive on leader Dave Sehl that left Sehl looking at Schaeffer's dust coming out of turn two on the next lap. Morehead then put the pressure on Sehl and almost nipped him at the line for second.

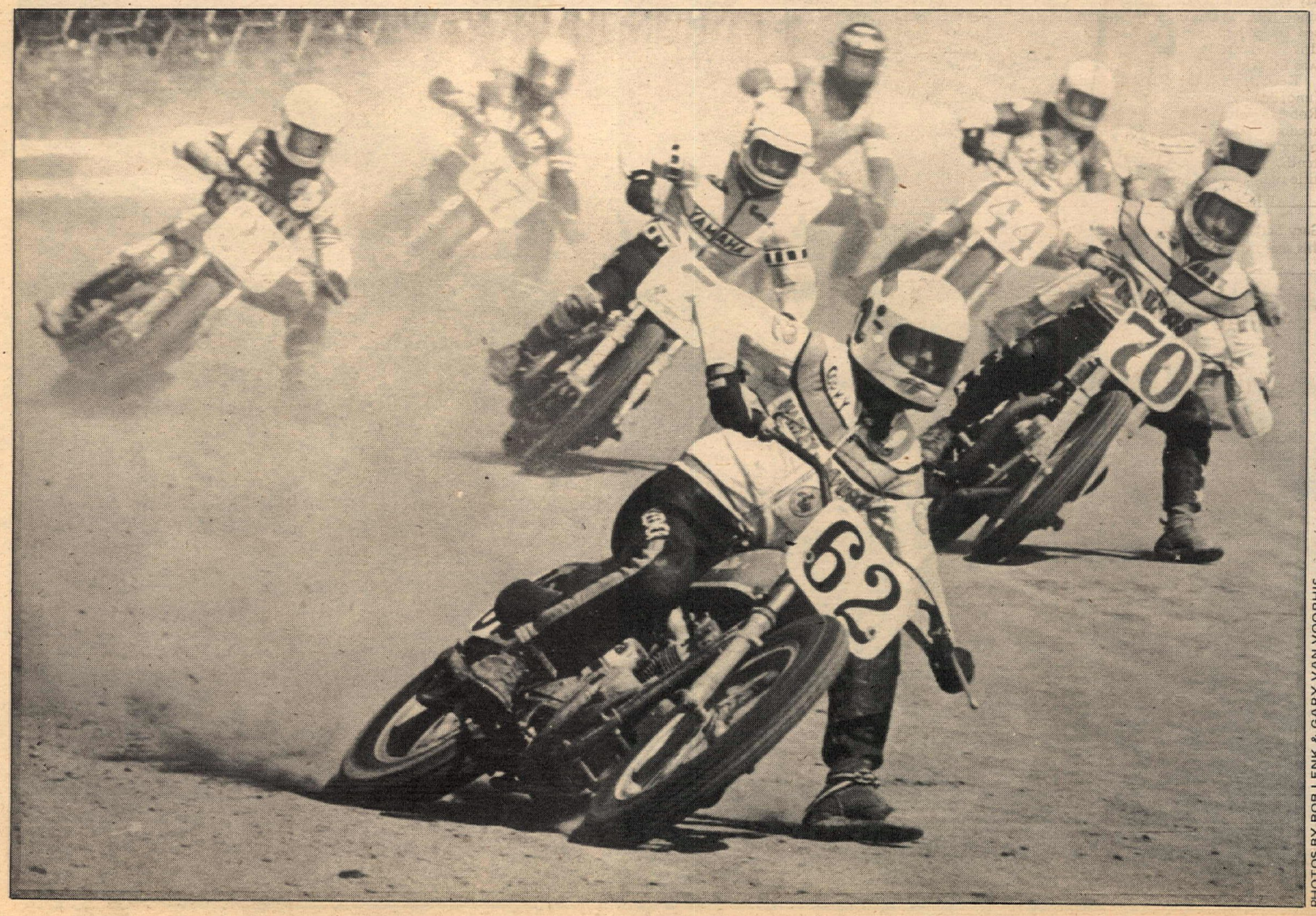
John Gennai led wire-to-wire for his win in the first semi while it took Hank Scott five laps to get past second semi leader Don Castro in the run for the last transfer spot.

Rick Hocking, who ran fourth in his heat and second in his semi, finally got everything working in the Trophy race as he put in a high-line, broad sliding ride. Hocking was challenged early by both Randy Scott and Tom Cummings, but easily held on for the win. Mike Caves rode hard to capture third.

Opinions on how to ride the final were varied. Heat winner Billy Schaeffer said "I'll ride the low line because not everybody can make it work." Corky Keener, obviously enthused about the way the track set up (he was about the only who felt that way) was going for the cushion. "The cushion will last and that's where I'll ride." Not so for Beauchamp. "The cushion won't last so I'm set to ride on the slick groove." Gary Scott was ready to "just gas it up." If there was one thing that was certain about the starting riders in the National it was that none of them (except possibly Corky) had any idea what they were going to do when the flag dropped.

The charge into turn one was led by Corky and Chuck Palmgren with the rest of the field fanning out in one line that led to an ever-narrowing exit out of turn two. Keener led the charge with Chuck close behind, then Dave Sehl,

Corky (62) Keener leads this bunch, including Mark (70) Williams, Gene (3) Romero and Rick (31z) Hocking, for the second time in 24 hours.



PHOTOS BY BOB LENK & GARY VAN VOORHIS

clinches title

Steve Droste, Kenny Roberts and Rex Beauchamp following.

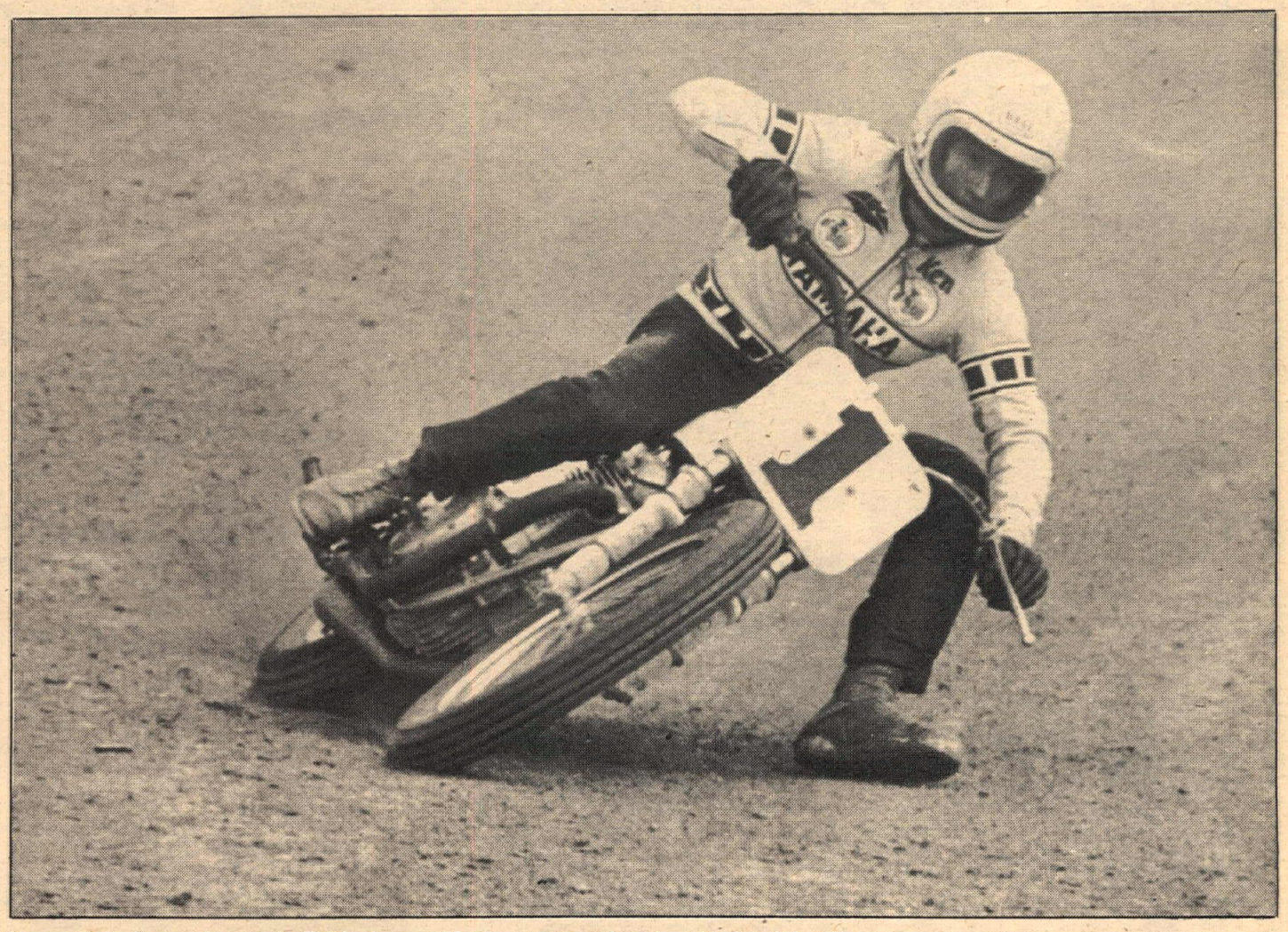
By the second go-round Roberts had moved to third and Beauchamp to fifth, dropping Droste to sixth. Two laps later Palmgren and Roberts engaged in a duel for second which lasted three laps before Roberts got under Chuck in turn one. All the while Corky was opening real estate between him and the rest of the fighters, making the best of a golden opportunity to put as much room as possible between himself and second place.

Back in the pack, Dave Aldana, after a lousy start, was on the move picking off one or two spots per lap by some tricky riding through traffic, weaving like a snake to take full advantage of all the lines available. If you thought you had the line through turns one and two wired just wait until you got to three and four. No one rider seemed to have the whole track wired; only Corky, with his front running position, could afford the extra instant to decide exactly where to ride.

By lap 10 Beauchamp had squeezed his way into third, a good distance behind Roberts and a breath ahead of Palmgren. Droste was fifth and Aldana was a closing sixth with Dave Sehl, Romero and Hateley behind. Beauchamp and Palmgren kept up their little battle for four more laps until Rex broke free leaving Chuck to fight off Aldana while Hank Scott moved into the battle for seventh as Hateley broke a plug lead.

Aldana found a good line on lap 17 and kept working it past Palmgren and then Beauchamp at the flag. You could say David snuck into the winner's circle since Rex looked back (low) and didn't see Dave (high) until he had gotten the drive and the line for third place. Rex was frustrated.

Keener took the flag a good distance (unofficially six seconds) ahead of Roberts who had a strong hold on second. Aldana was third. Roberts' placing, combined with Gary Scott's tenth, puts the AMA Grand National title right back in his hands.



Kenny Roberts may have only finished second in the postponed Indiana National, but it was good enough to lock up the AMA number one plate for another year, and win the Camel cigarette money to boot.

"Fantastic! I thought I had a good chance but I didn't know I was that far ahead. Everything's been really great this weekend." If you didn't get the idea that Keener was bubbling over, all you needed to see was his smile.

Kenny Roberts wasn't exactly somber. The clinching of the title takes the pressure off and the $5000 Camel Pro Series bucks sweetened the pot. ●

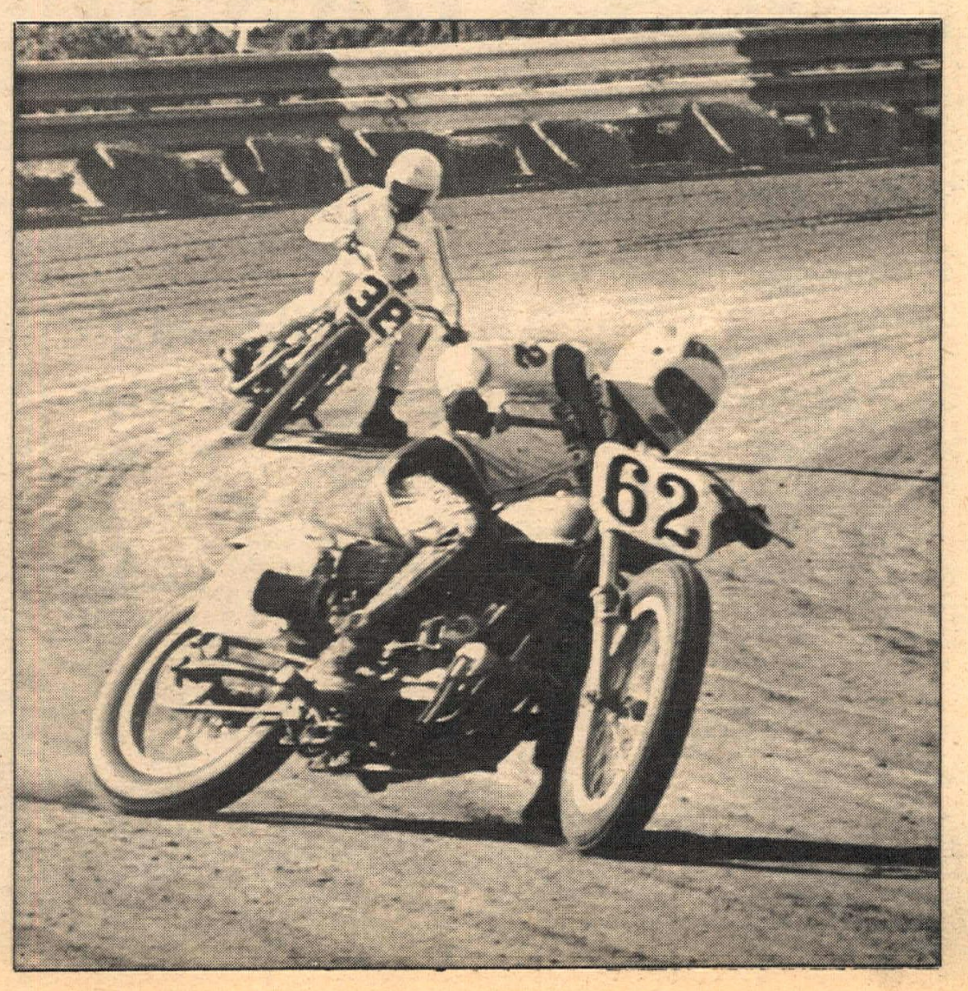
Results

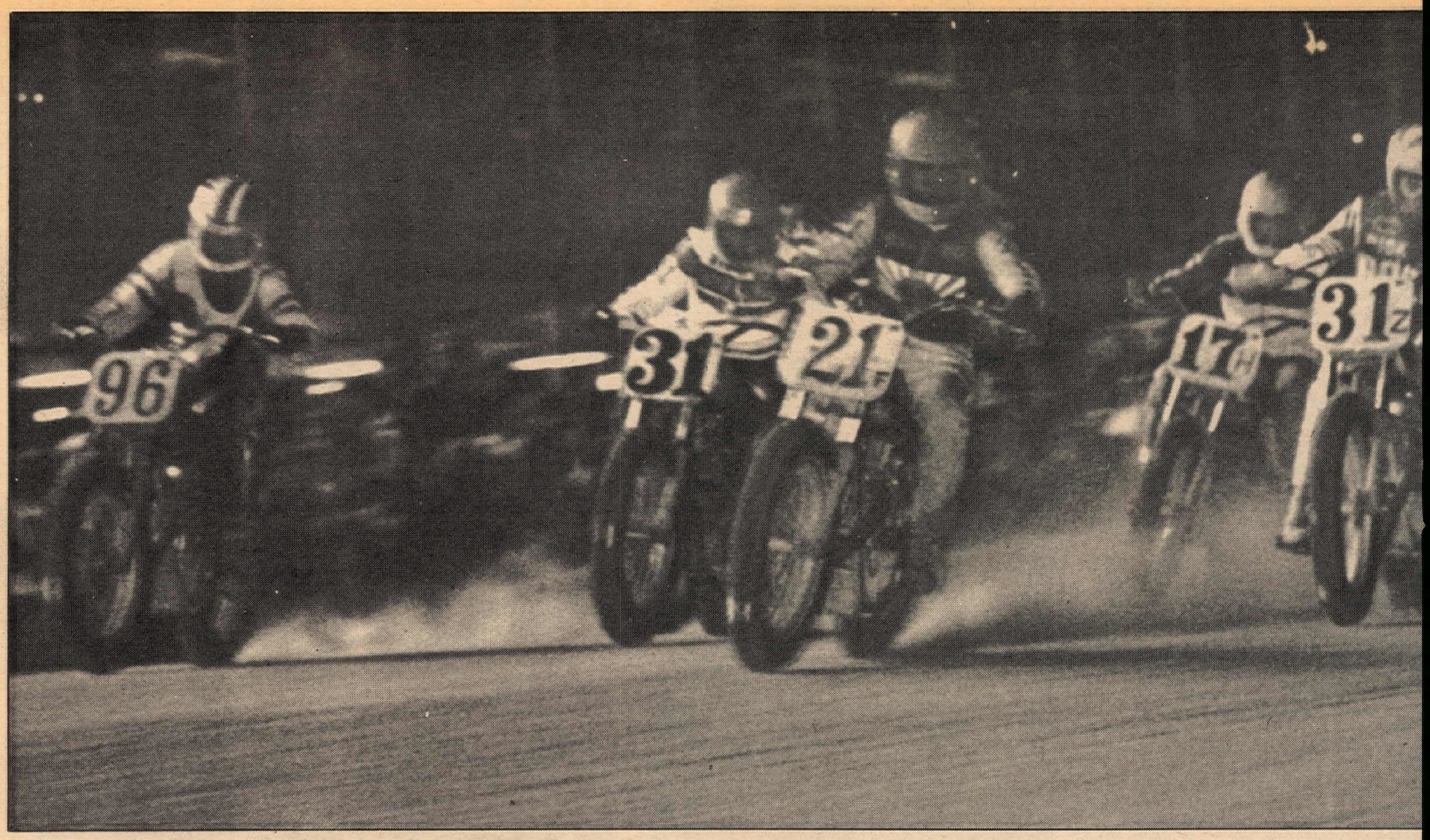
National: 1. Corky Keener (H-D); 2. Kenny Roberts (Yam); 3. Dave Aldana (Tri); 4. Rex Beauchamp (H-D); 5. Chuck Palmgren (Yam); 6. Steve Droste (H-D); 7. Gene Romero (Yam); 8. Hank Scott (H-D); 9. Dave Sehl (H-D); 10. Gary Scott (H-D); 11. Steve Morehead (Tri); 12. John Gennai (H-D); 13. Bill Schaeffer (Yam); 14. John Hateley (Yam).

Trophy Final: 1. Rick Hocking (Yam); 2. Tom Cummings (H-D); 3. Mike Caves (H-D); 4. Randy Scott (H-D); 5. Don Castro (Yam); 6. Doug Sehl (H-D).

Gary Scott lost his chance at the Grand National Championship title for good this season when he took the wrong line at the start of the final.

Terre Haute winner Keener used the high line and the cushion to leave Chuck (38) Palmgren and the rest of the field far behind.





They're off and racing at Toledo with Rex (31) Beauchamp taking another National win. Also seen in action here are Bill (96) Schaeffer, Rickey (21f) Campbell, Terry (17h) Pletch, Rick (31z) Hocking, Keith (86) Ulicki, Mike (85) Johnson, Jim (89) Zeigler and Corky Keener, who took second this night.

Beauchamp gets hair cut, rules Toledo

By Gary Van Voorhis

TOLEDO, OHIO, SEPT. 21

Rex Beauchamp led a five rider Harley-Davidson sweep of the inaugural Toledo half mile National. Beauchamp was followed by

Corky Keener with Gary Scott, in a bid to keep his chances of a mathematical shot at the Grand National Championship alive, finishing third. Steve Droste and Dave Sehl made it five in a row for the orange and black Milwaukee brand.

Beauchamp, after stating earlier that he didn't really like a groove track, adapted very quickly to hold off early challenges by Droste and Keener before taking the win by a safe margin.

The evening marked the return of a couple of stars who had been out with injuries. Dave Aldana, riding what appeared to be Mike Kidd's Triumph, returned as did H-D rider Scott Brelsford.

Rex Beauchamp appeared with a new look. First it was his whiskers that went before the Syracuse mile and, at Toledo, it was a good deal of his hair. Now Rex doesn't believe in luck or anything but something was definitely working for him. "I cut the beard off before Syracuse and went pretty good, so I figured if I cut my hair maybe I'll go even faster. If I win tonight I'll probably shave my head." It was too cold to even think about the last statement.

Gary Scott led the time trials with a quick clocking and new track record of 29:74. Corky Keener, Tom Cummings and Hank Scott made it a Harley quartet.

Gary Scott led wire-to-wire in the first heat and established a new 10-lap track record in the process. Rookie Expert Steve Morehead, riding his "slow" bike, finished second with third finally falling to John Gennai after Teddy Newton coasted to a stop on the seventh lap. Chuck Palmgren closed on Gennai but John held him off for the transfer spot.

Rapid Rex with his haircut and trophy as third place Gary Scott grins away.

Corky Keener appeared to have the second heat locked up as he breezed the opening laps followed by Jim Zeigler, Rex Beauchamp and Rick Hocking. Beauchamp had winning thoughts and, once his new tire got fuzzed in, he was on his way, picking up ground and closing on the seventh lap, then slipping under Corky one lap later as the pair dove into turn one. Rex opened a quick five-bike lead and left the racing to third spot where Hocking was holding off Jim Zeigler for the last direct transfer.

The third heat moved to a restart as Doug Sehl and another rider tangled in the second turn bringing out the red flag. Sehl made the restart. Kenny Roberts, with clutch problems, moved to the front row as a result of the restart although brake problems slowed his charge in the race. Terry Dorsch made his holeshot off the line work for the lead, but once Doug Sehl and Steve Droste got going it was Terry in third. Roberts, lacking the braking needed to dive into the corners, closed to fourth but could get no closer.

Dave Sehl led the start and restart of the fourth heat with Denny Palmgren and Ed Wirth picking up the transfer spots. Hank Scott finished fourth.

A determined Chuck Palmgren held off Frank Gillespie for the win in Semi One. Semi Two was a do or die situation for Team Yamaha with Roberts, Castro and Romero on the line as well as Hank Scott and eight other riders looking for that one last spot in the National. Roberts took the immediate lead with Castro tucked in behind and Hank Scott third. Scott moved in on Roberts, slipped off the groove after closing on Kenny's rear tire, then had to settle for a close second.

Frank Gillespie almost rode the wheels off his Bike Jazz sponsored Yamaha winning the Trophy final. Gillespie's lead at the finish was a half-bike length over Hank Scott in a

race that saw Scott challenging in every corner of every lap. The win was even more impressive when Gillespie's mechanic discovered a broken right rear shock. That, combined with shock oil on the rear brake disc, made Frank's ride all the more remarkable.

Rex Beauchamp chose the outside pole for the National, favoring that position because of the better line into the first turn. The track by this time had changed a dozen ways and it was a decision of scrub in a new tire or run with the old. There was also a good deal of difference in gearing for some, even with the same basic bike.

Steve Droste, spurred on by his win a week ago on a similar surface, took the lead at the flag but it was Rex Beauchamp who emerged right on his rear wheel as the pack exited turn two. Gary Scott's first turn outside line proved a wrong move as Scott was pushed off the groove when the riders bunched up and lost three spots and, he felt, his chance at the victory.

Beauchamp took over the lead with a hard drive that carried him past Droste at the start/finish line. Droste hung on for two laps in second until Keener made his move. Beauchamp and Keener then drew away from the rest of the field leaving them to fight over the scraps. And fight they did.

Gary Scott moved into challenging position for third on lap seven, taking Droste a lap later. However, third was not entirely a secure spot as Droste, Dave Sehl and Denny Palmgren all had their eyes on it. A little further back Terry Dorsch, Kenny Roberts and Chuck Palmgren were going at it in another fight with Steve Morehead about to move into the fray. Roberts, without adequate brakes, would move up a spot or two only to slip back again.

By the 14th lap things had sorted themselves out with Beauchamp pulling away and Keener waiting for a mistake. Gary Scott had gotten free in third while Droste and Dave Sehl fought for fourth. Chuck Palmgren rumbled into sixth.

John Gennai, in last place, had gotten a bad start. Doug Sehl had vision problems with the dust. Eddie Wirth's Harley wouldn't fire properly while Terry Dorsch had compromised his gearing for the corners which made his points run hot. Dorsch said the equipment was a little tired after a lot of racing although "at least now I only have to unload one bike."

The win buoyed Rex Beauchamp's spirits and his pocket since he now has a new motorhome to take care of. Keener paid Rex his due when he offered, "Rex is tough. I could get close but then he would just pick it up again. Second isn't that bad." ●

Results

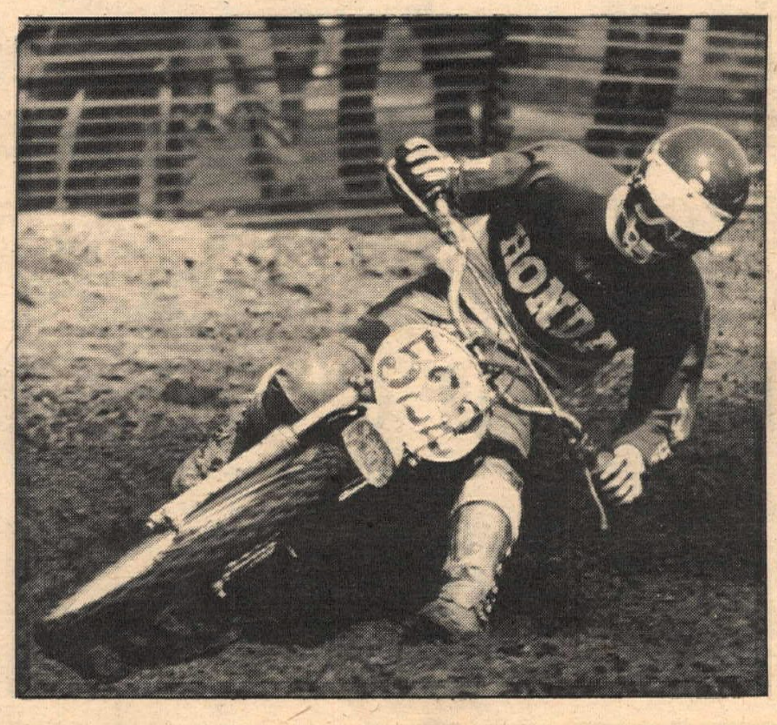
EXPERT: 1. Rex Beauchamp (H-D). 2. Corky Keener (H-D). 3. Gary Scott (H-D). 4. Steve Droste (H-D). 5. Dave Sehl (H-D). 6. Chuck Palmgren (Yam). 7. Kenny Roberts (Yam). 8. Denny Palmgren (H-D). 9. Rick Hocking (Yam). 10. Terry Dorsch (Yam). 11. Steve Morehead (Tri). 12. Doug Sehl (H-D). 13. Eddie Wirth (H-D). 14. John Gennai (H-D).

TROPHY FINAL: 1. Frank Gillespie (Yam). 2. Hank Scott (H-D). 3. Tom Cummings (H-D). 4. Gene Romero (Yam). 5. Mark Williams (Tri). 6. Ricky Campbell (Yam). 7. Charlie Chapple (Yam). 8. Bill Schaeffer (Yam). 9. John Hateley (Yam). 10. Ron Moore (Tri). 11. Larry Darr (H-D). 12. Randy Scott (Tri).

Trophy race winner Frank Gillespie demonstrates how he gassed it.

PHOTOS BY BOB LENK AND VAN VOORHIS

PENNZOIL AND HONDA WIN EVEL KNIEVEL MOTOCROSS



Marty Smith 125cc Class Winner

AMA 125cc National Champion Marty Smith chalked-up another impressive victory in the Snake River/Evel Knievel Motocross. Smith's factory prepared 125cc Honda Elsinore gets winning engine protection from Pennzoil 2-Stroke Motorcycle Oil (mixed 32 to 1). Take a tip from this champion and his Honda teammates, if what you ride is worth caring for, Pennzoil is worth asking for. Check with your motorcycle dealer now.

Pennzoil Company

Oil City, Pennsylvania

Yep.
Yep.
Yep.
Yep.
Yep.
Yep.
Yep.
Yep.
Nope.
Yep.

(When it comes to filling parts and accessories orders on-the-spot, an average of nine out of ten isn't bad.)

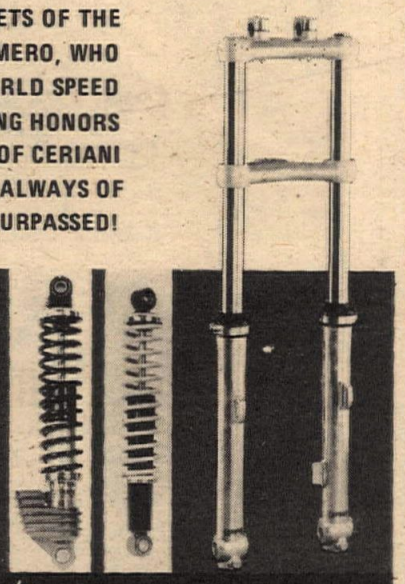
Fast Mail Order Service!

Valerian's
Two Cycle City, Ltd.
10673 West Pico Boulevard — at Overland
Los Angeles, California 90064 — Telephone: (213) 475-4541
Sales — Service — Accessories — Parts — Rivetts Champion Leathers
HUSQVARNA · JAWA/CZ · SUZUKI · PENTON · MZ · MONTESA · ZUNDAPP · MINI-TRAILS
open monday through saturday

Bob Nickelsen gets his card punched and brief rest.

CERIANI FORKS SHOCKS
PICK A PAIR OF 'CHERRIES'

CERIANI. . .ONE OF THE 'TRICK' SECRETS OF THE WORLD'S FINEST RIDERS. GENE ROMERO, WHO RECENTLY SET A NEW ONE HOUR WORLD SPEED RECORD, CREDITS MANY OF HIS RACING HONORS TO THE EXCEPTIONAL PERFORMANCE OF CERIANI FORKS. CERIANI FORKS AND SHOCKS, ALWAYS OF THE HIGHEST STANDARDS, ARE UNSURPASSED!



Ceriani forks with six-position adjustable damping are now available in the C-2000 series and will soon be in stock for bikes requiring the C-1000 series. These forks in standard lengths only. The new gas filled shocks from Ceriani will soon be available in two models; a standard (non-adjustable) model, and a model which permits infinite damping adjustment externally!

ALSPORT DISTRIBUTING CO.
233 SOUTH SEVENTH AVENUE
CITY OF INDUSTRY, CA. 91746
(213) 336 4502

INSTANT MAIL ORDER!

See your dealer first. If he can't supply you, send for a brochure and retail price list. Our service is fast! !

Now Montesa
Anaheim sportcycle
Husky & Hodaka specialists
2860 E. Lincoln Ave. at Rio Vista
Anaheim, CA
714-630-6522

BILL'S CYCLE
824 Waterman Ave., San Bernardino, CA
TRIUMPH, NORTON, BSA, BULTACO
PARTS & SERVICE (714) 884-1511

U.S. National Trials Series Championship

Leave it to Leavitt

By John Waaser

ESCOHEAG, R.I., SEPT. 1

Bultaco works rider Lane Leavitt of California dabbed his way to a 4.5 point victory over Montesa works rider Steve Darrow in the

fourth round of the U.S. National Trials Series Championship. Marland Whaley (Mon) was a distant third with Bob Hopkins, aboard a Yamaha, a very close fourth.

Don Sweet, Yamaha's eastern ace and series leader going into this round, was unable to compete since the series rules state that a rider must work the event closest to his home territory.

Of the nine events scheduled, only five count toward the championship so it is still a little early to predict an overall winner.

The organizers proudly claimed that every one they talked to said it was the best round so far while several Californians I talked to said Washington was better. Still, the Rhody Rovers had run this same course two weeks ago for Novices only, and they must have worked the bugs out of it, as most riders said they'd like to see the International event here or at Washington (state) next year. Anything but where it was at last year, seemed to be the consensus. The New England group plans to ask for the International sanction.

The series is set up with three events on the west coast, then three on the east coast, then three in the mid-west. The events are scheduled with two fairly close (if you call driving 415 miles to Monday's round fairly close) rounds on one weekend and the third in a given region the following weekend. In this manner, hopefully a rider can schedule his vacation from work so that he can take in three distant events, then take in three local events without taking time off from work.

As in an enduro, most riders would

This really is a tight section.

Darrow hits some rough going.

like to have an early number – but not Number 1. Still, that doesn't explain why most of the winners today had late numbers. Order was strictly random, based approximately on order of entry. And in a trials, a late rider may "play through." If an early rider is walking the section, the first rider to show up at the start of that section on his bike may ride through. There was no spectator admission charge, and spectators lined the sections, cheering loudly when someone zeroed a section, or made a spectacular recovery. Spectators could be a problem if the sport becomes more popular, however. Spectators on trail bikes, and in vans, cluttered the area, and some of the competitors were making tracks on the ~~goaded~~ roads, with occasionally poor visibility. There were no accidents that I know of but with more spectators, and less knowledgeable riders and spectators, there could be.

Trials is still a gentlemanly sport. If a rider spilled, or stalled within a section, he would be given five minutes to get going and complete the section, and then would be asked to leave the section. While helmets were required gear on those sections of the loop which consisted of public road, many riders still ride the observed sections sans helmet. Of note was the appearance of two new Honda 250cc trials bikes, and a 125 Honda which was reportedly poked out to 162cc. ●

(Ed. note: Judging from the scores, it looks like everybody got socked with a time penalty. Tight schedule plus good traps adds up to a championship calibre event . . .)

Results

1. Lane Leavitt (Bul) 24.5. 2. Steve Darrow (Mon) 29.0. 3. Marland Whaley (Mon) 43.1. 4. Bob Hopkins (Yam) 49.3. 5. Marvin Heath (?) 50.2. 6. Mark Eggar (Mon) 52.2. 7. J. Gugliemelli (Yam) 54.6. 8. Bruce Rhyhti (Suz) 55.4. 9. Martin Belair (Mon) 64.7. 10. Tom Kawecki (Oss) 73.1.

SUPPORT CLASS: 1. Wally Sheffer, 81.5. 2. Peter Slesser, 82.7. 3. Toby Taber, 117.9. 4. Pete Hayonga, 122.9. 5. Lloyd Reeves, 124.7.

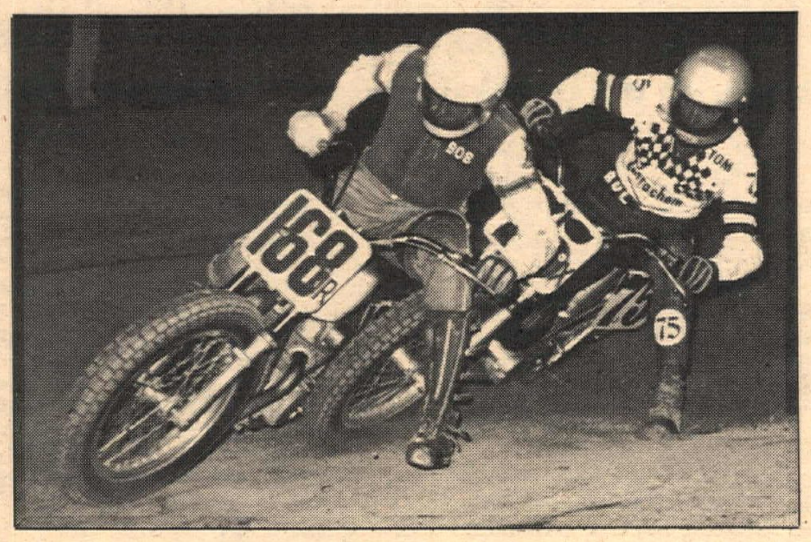
Mike Brown discovered that the water was deeper in the morning.

PHOTOS BY JOHN WAASER

Ascot

AMERICAN MOTORCYCLE ASSOCIATION

National Championship weekend October 11 & 12



½ Mile Every Friday Night

18300 S. Vermont, Gardena, California

Special offer for National weekend

	Adult Reserved	Child Reserved	Adult General Admission	13-17 General Admission	9-12 General Admission	8 & Under General Admission
National Half-Mile Oct. 12	$7.50	$3.75	$5.50	$3.50	$1.00	FREE
Invitational & TT Oct. 11	General Admission Only	General Admission Only	$4.50	$2.50	$1.00	FREE
Two Night Combination	$10.00	$3.75	$8.50	$4.50	$1.50	FREE

Enclosed is my check for _____

Make check or money order payable to

Los Angeles International Raceway c/o Ascot Park

18300 So. Vermont, Gardena, CA 90247

(No Discount Passes applicable on Combination Tickets)

Name_____ Phone_____

Address_____ State_____ Zip_____

For telephone information

(213) 321-1610 or (213) 323-9710

can-am

All models in stock
Enduros & MX's

GP Coversions – Porting – Pipes
Full line of parts in stock. Full 90 day warranty.
Come in for FREE demo ride. "We race 'em"
We mail order anywhere in U.S.

competition service, inc.

1244 No. Gaffey, San Pedro, CA 90731 (213) 831-1279

RACER
(213-320-9260)
HELMETS

L&M Golden Gate Mile
This Sunday, Golden Gate Fields
Super Champagne buffet in Turf Club
Call (415) 526-3020 for further info.

Desert Vipers D-37 H & H:

Bakken!

By Jim Stewart

CUDDYBACK LAKE, CAL., SEPT. 22

After more than an hour passed, two riders raced into the pits WFO, throwing up a blinding dust cloud. Wayne Cook pitted before

A.C. Bakken, so the 400 Husky of Bakken received the first mark from the home check. But after that, it was A.C.'s turn to fuel, and when he merged back onto the course, the Elsinore of Cook's was there. Side by side, tucked in, and throttles turned to the lock, these two went down pit road, not letting off, even for a wash-out, which put both riders up right on their front wheel simultaneously. Not far behind was Cordis Brooks and Smokebomb Gaetz.

A.C., riding in a T-shirt, had to ride the second loop, as did most of the other front running Experts, in blinding dust caused by slower Novices which they were lapping. Bakken pulled in to take the checkered first, making his 74th overall win, and added to his point lead in the 400 class.

Meanwhile, Cook's Honda shredded a rear shock bolt and Cordis Brooks started to gain ground on him. Coming into the finish, it looked like a repeat for Cook of his first lap battle with Bakken, only this time he battled with the older of the Brooks brothers. Riding his mono-shock Honda the best he could, Wayne got the 250 class win at second overall. Cordis got confused at the finish, and almost went out to ride a third loop, until stopped and pointed in the right direction.

Benny Padilla, now seated on a mono-shock Yamaha, had been always behind desert ace Smokebomb Gaetz on the first loop, but gave Smokebomb a chance to see, first hand, how one of the new mono-shockers works in the desert, passing him on the second loop, robbing Gaetz of fourth overall and taking it and third 250 Expert for himself. Smokebomb on his standard suspended 360 Yamaha desert sled let Padilla slip by, but he was the only one, as Gaetz ended up fifth overall second Open Expert.

Nevada rider Scott Harden (250 Husky) had been running ninth overall through the pits, but powered into sixth overall by the finish. Art Knapp was one of the riders Harden did-in on the second time around the very rough course, forcing Art to be content with seventh overall, third Open Expert.

Dan Dawson also saw the back end of Harden on the second loop. It seems every time Dawson decides to come back out to District 37, he picks up a first overall Amateur. Dropping back from sixth overall through the pits to eighth overall by the finish was nothing to be ashamed of. Tim Ralph is no turkey of an Amateur either, picking up second 250 Amateur at 19th overall. Third in this class, was the usual winner Robert Wadlow, who can be beaten occasionally, but so far this year not often.

Last year at the Desert Vipers' race, Mike Powers was first 250 Amateur on a Montesa. This year he was on a 400 Husky and picked up first 400 Amateur. Dwayne Carter and his street-legal 350 Honda motored around the rough course for second Open Amateur. Carter not only races his Honda, but rides it to work on Monday! Glen Vanbuskirk was third, while Dave Alden, who finishes in the top five Open Amateurs almost every weekend, hung on to his 400 Suzuki for fourth.

Coming through the pits on the first loop, Dean Modessett looked likely to pick up yet another first 175 Expert, but his Penton had different ideas, and took a dive about 10 miles out on the second loop. Andy Kirker, coming through the pits, was second 175, at 11th overall, but because of Modessett's DNF, at the finish he was ninth overall, first 175 Expert. Kirker looked to have the 175 class number one plate in the bag for '74. Mike Eckhart of the Desert Foxes, Ron Holst of the Invaders, and Jeff Kaplan of the Sand Sailors, were the second through fourth survivors in this class.

On the first loop, it looked like Terry Raye was going to be first trail bike, instead of second, which he has been for the last several weeks. But the thought of winning must have been on his mind too much, as he unloaded on the second loop and ended up second as usual. At least this week he wasn't second to Hamill, but he was second to D. Kelsey, who got the job done on a Suzuki. But neither Kelsey or Raye were actually the first trail bikes to finish, as Robert Myers was first trail Amateur, a few places in front of both of them. Larry Roeseler, riding with a maxed-out back, was seen putting his number 1x Harley around the course, keeping in shape for Barstow-to-Vegas, which by then he will be able to ride at his fullest.

Danny Williams, of the Dustmakers, was beating most of the Novices at the first of the year, no matter what the cc's, on his small-bore Elsinore. This weekend he did the same to the other 175 Amateurs.

A Rover was leading the Novice class at the bomb, but Gary Johnson, who has not raced since last year, riding one of A.C.'s former Huskies, was leading through the pits, and even more importantly, at the finish. N.V. Sauarese thought it looked like a good weekend to finally win the 250 Novice class and this he did at second overall Novice. O. Evans was third overall Novice, first 175 on his KTM, just ahead of Bill Stewart (my old man), who was second 250 Novice after unloading and getting lost.

One more race, and then it's time for the Check Chase again. After the dust this weekend, I think we should all just go to the river, put our names in a helmet and draw out a winner, then continue sucking suds and water skiing. But it won't be all that bad, since it is only 150 miles this year.

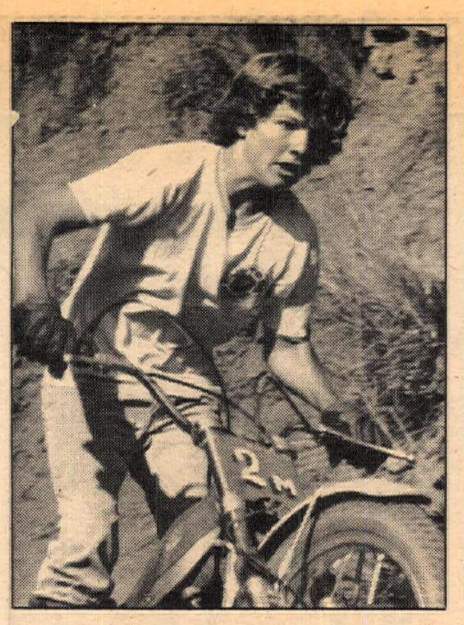
Results in Results Section.

Any time Powder Puff Karen Cochran wants a free tour of Cycle News' scenic Signal Hill offices, she's more than welcome, heh, heh.

A.C. Bakken did it to the desert for his 74th overall win.

Ohhhhh nooo! Smokebomb Gaetz gets set to eat sand.

PHOTOS BY TERRY REZEK/SYNERGRAPHICS



Marland Whaley watches Bernie Schreiber charge an off-camber uphill. Watching didn't help.

Schreiber tops Bogwheeler trials

By Lane Campbell

POWAY, CAL., SEPT. 15

After trailing Marland Whaley by six points at the end of the first loop, Bernie Schreiber turned in two back-to-back two point rides of the nine trap circuit to take the Expert class by storm. Both he and Marland had dropped two fives apiece on the first loop in the jumbled, rocky sections.

The Bogwheelers, in their first AMA points trial, had laid on a smorgasbord of boulders for Novices, Amateurs, and Experts alike. Reactions to the sections themselves were: "Wow!" "Unbelievable!" "I'll be killed!" "Great fun." "Best traps I've ridden all year." The time allowance for four loops was six hours, and the sandbagging was heavy. Most riders admitted privately they could have completed the trial in three hours, so the time weighed most heavily on the poor checkers, who had to sit it out in the sun and eat clouds of dust.

Greg Lersch sweated out the last Amateur on the course, for if Tony DiLabio, who was running quite late, came in with less than a nine point final loop, he would win the class. When Tony did ride in, it was with nineteen points. "I even fived the last section," Tony said in self-reproach. "I was getting so excited about winning and thinking the last section was easy."

Most of the competitors will agree after looking at their final scores, except for the time schedule, nothing about the Bogwheelers trial was "easy." ●

Results in the Results Section.

This was a Novice section. Aiiee!

PHOTOS BY LANE CAMPBELL

CMC
SANCTION WITH THE BEST
P.O. BOX 1402
COSTA MESA, CA. 92626

THE ULTIMATE IN PERFORMANCE-HANDLING AT COMPETITIVE PRICES
The Bike Shop
4418 E. Chapman Ave., Orange, CA 92669
714-532-3634

AL ANDERS
BULTACO KAWASAKI
1401 So. Beach, La Habra, CA
714-870-9990 or 213-943-6116

20% COMMISSION
Sales representation wanted. Japanese Manufacturer's factory direct warehouse backs you up with the most complete range of M/C bolts and nuts in U.S. This is a big extra profit opportunity for salesman now calling on dealers. The Bolt King, 7350 Atoll Ave., No. Hollywood, CA 91605. (213) 765-5844.

Hodaka Montesa Carabela Indian Steens Puch Maico
Motorcycles
Westminster Sport Cycle
GUY R. LOUIS (714) 893-7057
7219 Westminster Ave., Westminster, Ca.

jim fishback's
YAMAHA of FONTANA
(714) 822-2252
9008 Sierra Ave., Fontana, Ca.

Crankshaft Rebuilding
DRACO'S
Factory Authorized
1850 East Edinger
Santa Ana, CA 92705
(714) 541-5217
Dealers Welcome

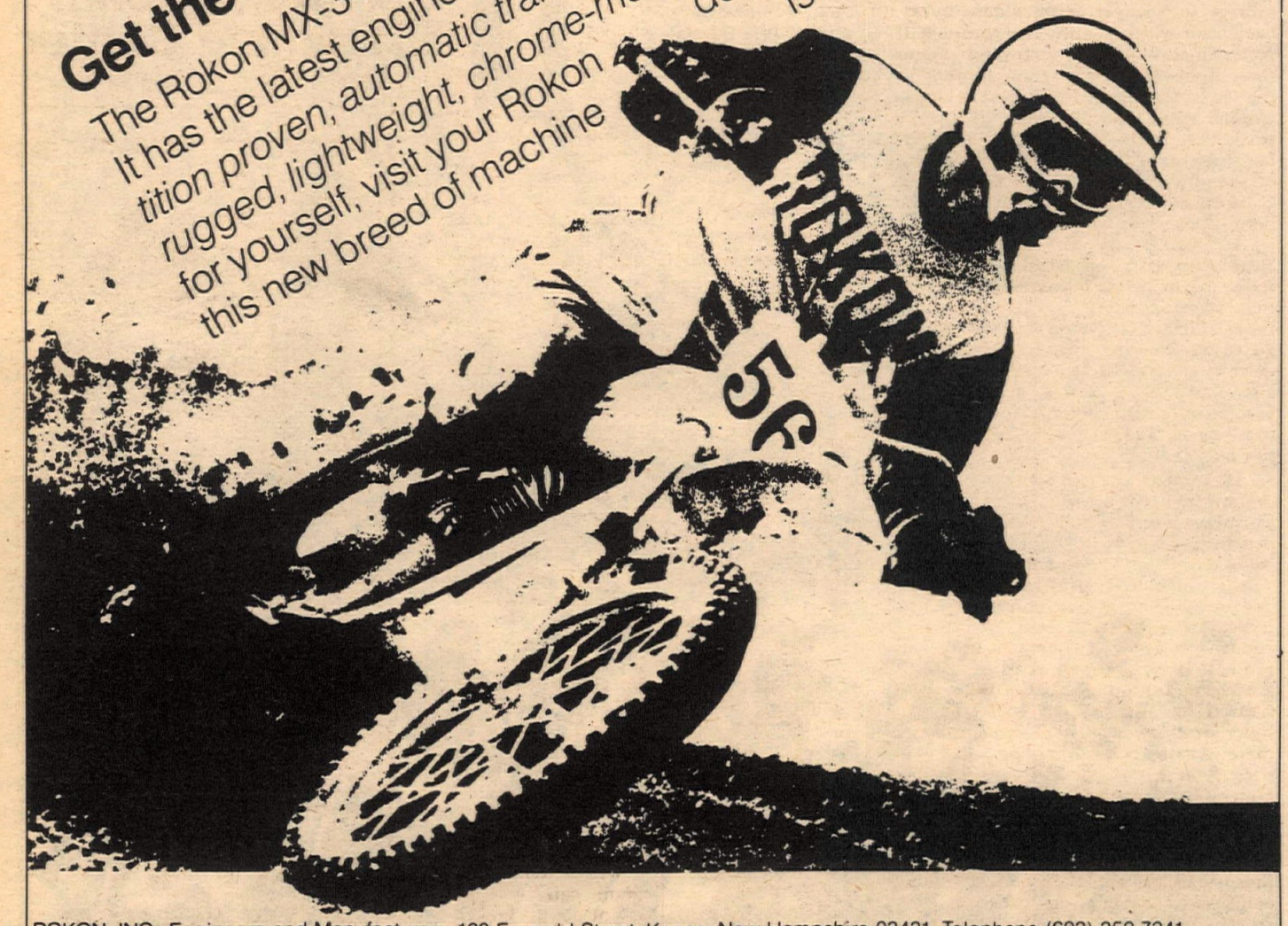
BAY AREA BULTACO
Sales Service
Accessories
1352 Centinela, W.L.A.
213-826-7856
BULTACO CEMOTO

Anaheim Suzuki Works
sales — service — parts
We'll do it!
SUZUKI
714-772-3080 740 N. Anaheim Anaheim, CA

Rokon Motocross

Get the winning edge . . . automatically

The Rokon MX-340 is unlike any other motocrosser in the world. It has the latest engineering concepts combined with a competition proven, automatic transmission, dual hydraulic disc brakes, rugged, lightweight, chrome-moly frame, and much more. See for yourself, visit your Rokon dealer today. You'll agree that this new breed of machine is an "automatic winner."



ROKON, INC., Engineers and Manufacturers, 160 Emerald Street, Keene, New Hampshire 03431, Telephone (603) 352-7341

The all new COOPER Enduro & MX models
for info contact: Apache Ltd.
6422 San Fernando Road
Glendale, CA 91201 (213) 246-8241

E.C. & WALKER
The Racers Workshop
E.C. & WALKER
509 Industrial Ave.
Boynton Beach, FL
(305) 737-6917
or 732-1890
Dealer Program Available
keeps ya puttin'

Hand Washable
Stay Soft
Yellowstone Buckskin GLOVES
* Riding
* Racing
* Street GLOVES
Othman Distributing Co.
18227 Ludlow St.
Northridge, Ca. 91324
Dealer Inquiries Invited
(213) 363-6230

COMPLETE MACHINE SHOP AND REPAIR SERVICE
Wiseco® Piston Dealer
CE Cycle Engineering & Supply
1140-A N. Kraemer
Anaheim, Ca. 92806 (714) 630-5720

Save Save Save at
CYCLE PARTS
for nearest location phone:
(213) 334-5195

Mike Patrick's
YAMAHA of CORONA
1101 E. 6th St. – Corona
(714) 735-7721

dale brown suzuki
2441 Long Beach Blvd., Long Beach
(2 blocks south of Willow)
Join the Dale Brown Discount Club
Try us for all hard to get Suzuki parts

THE INTERAM WINNER
MACHINES THAT WIN AT COMPETITIVE PRICES
Doug Douglas Motorcycles
24769 E. 5th St., San Bernardino, CA 92410
714-884-4962

Write n

Land management advisory board stunned by ORV statement

By Leslie Richards

The National Advisory Board met September 5-7 in Grand Rapids, Colorado, to again hear public testimony regarding public land management policies. This board has no power to make or enforce regulations, but it does have the power to make recommendations to the Department of Interior.

Dick Moon (CORVA) contends the board has not been making effective use of this power. Representing five user groups with membership of nearly a quarter of a million off-roaders, he presented a 20-minute prepared statement so strongly worded as to leave the majority of the board members stunned and silent.

Moon flatly stated that "a concerned, angry public . . . no longer has even a minute amount of trust for government agencies, particularly the Bureau of Land Management." He went on to make these accusations, based on Bureau of Land Management memos and statements of officials:

1. Although Instruction Memorandum 74-60 (dealing with S.L.U.P. fees) was publicly rescinded by the BLM National Director at the May meeting of the National Advisory Board, California BLM's latest communication indicates that the fee is still very much in effect.

2. California BLM Director has frequently stated that "Public comments are sought . . . and will be analyzed to determine how the (California Desert) Plan shall be formed." Yet a BLM tabulation of a "representative cross section of public comments" shows over 88% of comments received on the general plan and 92% of comments on specific areas of the plan opposed as "too restrictive." The memo notes, however, that comments such as "this land is our land" and "don't close the desert, we go there often" were discarded as "too general to be of value."

3. The California Bureau of Land Management contracted an "expert" to inventory and draft guidelines for the protection of Indian petroglyphs. His qualifications: free-lance photographer, lecturer, college graduate with an English major and a minor in comparative religions. This "expert" recently informed Desert Magazine that their October '73 photograph of the petroglyphs at Woods Wash (San Bernardino County) is now one of a kind, as the petroglyphs had been vandalized, defaced, blasted and hauled away. Desert's concerned staff rushed out to examine the site – and found no signs of vandalism.

4. The California State BLM Director has frequently asserted that restrictive plans and policies in California are necessary because of massive evidence of desert land abuse, damage and destruction. Yet, under oath in a San Diego Federal Court he admitted that his information was

ow or don't ride later

largely based on hearsay and anticipated situations.

5. Under the guise of clarification, the term "existing roads" in the California Desert plan is being modified to mean roads over eight feet wide. This definition will declare hundreds of thousands of well-traveled roads non-existent, classifying much of California's 12 million acres of desert "roadless." This clears the way for this *public* land to be dubbed "wilderness area," neatly closing it to *everyone*.

Moon strongly urged the Advisory Board to intervene to form an unbiased committee to investigate the problems of land management in California with an eye to conserving our natural resources while not depriving the public of their heritage, the open spaces.

Board members were stunned. Mr. Moon reports that immediately following his statement he "felt like a leper," but as the three-day meeting progressed, he was able to speak individually to different members and explain his frustration at the unfair and unwarranted restrictions to public use of public lands.

A number of members promised to do what they could to present a strong recommendation to the Department of Interior that such an unbiased committee be established. •

BLM seeks to upset road and trail definition

By Dick Moon, California Off-road Vehicle Association Southern Regional Director

Devastating, is about the best way to describe the effect of what the Bureau of Land Management is attempting to do to off-road vehicle recreation in the desert.

Recently the BLM stated that "according to comments received, the definition of roads and trails needs to be improved." On the surface, this statement doesn't seem so threatening, for it might not be a bad idea to have a clearer definition of just what "existing roads and trails" are. But let's look a little deeper, and ask, "according to what interests," and "who felt that the definition of roads and trails needed to be improved?" Now, after asking this last question, you might start to generate a small amount of suspicion. OK, let's take a few more "get smart pills" and look a little farther.

Here is the proposed revision:

"Existing roads and trails* are regular routes of travel which are:

a. Clearly defined **, no less than eight feet wide in the case of roads and two feet wide for trails.

b. Essentially bare of vegetation through repeated previous use.

c. Habitually used for vehicle purposes and are reasonable courses to destinations, not erratic or random courses such as individual hill climb areas.

d. Recognized as having existed on or before November 1, 1973."

* "Trails" as used here are limited to use by two-wheeled vehicles.

**If weather obliterates this evidence, that does not exclude vehicle use on the affected portion of the route.

Aha, are the pills starting to work? If they aren't go back and read the proposed definition change one more time. Has it reached out and grabbed you yet? Sure, the entire proposal is loaded with items that will keep you off-roaders out of the desert!

It is very important for you to keep in mind that when *any* road or trail does not meet the qualification of this proposed definition, it can no longer be classified as an "existing road or trail."

First take a look at the opening statement, about "regular routes of travel." There are literally thousands of roads and trails in our deserts that are old favorite roads, but are only used a few times a year. It is certain that a very high percentage of these roads could not qualify as being *regular* routes of travel.

The next shocker is more obvious than most of the others. What on earth makes a track in the desert that is eight (8) feet wide? Not even a diesel truck makes a track that wide, while the average four-wheel drive or dune buggy has a track width of only five and a half feet. Since the BLM definition states that "trails as used here, are *limited* to use by two-wheeled vehicles," I also wonder what kind of cycle puts down a track that is two feet wide. The point here of course, is that very few, if any, of the now existing roads or trails in our California deserts can qualify, by these definitions.

Are you ready for this next one? How many of you have seen roads and trails, particularly in the high deserts, that start sprouting small grass blade type foliage following a rain? Sure, we've all seen it. But, considering the definition that requires that all roads and trails be "essentially bare of vegetation through repeated previous use," again, most of our favorite trails or roads could not qualify.

Statement C of the proposed definition will just about put the finishing touches on this grotesque proposal, when it says that the road and trails must be "habitually used," and "are reasonable courses to destinations, not erratic or random courses such as individual hill climb areas." Isn't that enough to gag ya, when you stop and think that most desert roads and trails are very random, because they were created for fun, not to go straight to some destination? They frequently are there to gain access to mining areas, gem sites where rockhounds search for mineral treasures, travel through areas that offer a challenge to dune buggies, four-wheel drive vehicles and cycles. How unfair to consider that because those road and trails are not reasonable courses to destinations, they cannot qualify under the new proposed rules.

I think you must have the idea by now of how totally unacceptable the BLM proposed revision is to the off-road community.

There are two points left to be considered.

First, try and picture how they are going to come up with any kind of width measurement for the thousands and thousands of road and trails in our desert. We all know that this task would be impossible, so the obvious alternative would be to use aerial photographs, and then do a lot of guessing. The point here is that again it will be left up to the usual BLM guesswork type research.

The second consideration, and indeed the most serious, is the possible end result that would be brought about if the proposed revised definition is put into effect.

It should be obvious that most of our now existing roads and trails could not meet these clever qualifications. So overnight, as if someone were to snap their fingers, *all* these roads and trails would become off-limits because they could not classify as "existing roads and trails." As soon as this occurs, area after area, mile after mile, would then be classified as roadless, and could then be placed into "Primitive" or "Wilderness" classification, and we all know what that means: Keep out.

This is historically without a doubt the most unjust attempt yet to "stick it in the public's ear." We must do everything possible to stop this full scale rip-off.

The BLM has given the public until October first to send in written comments on their proposal, which as usual, hardly gives anyone enough time.

Even if that date has passed as you are reading this article, do not hesitate to write anyway, because there is always the chance that if we "kick up enough fuss," they might have to honor your comments even if they are late.

If this article has reached you before October first, then there is nothing more to say than, write, write, write. Tell your friends, your neighbors, and anyone that is interested, to write.

If you write, you *might* include that you feel the original definition is sufficient and does not need changing. It would be desirable if you were to include a suggested definition, instead of the one proposed by the BLM, and it could include:

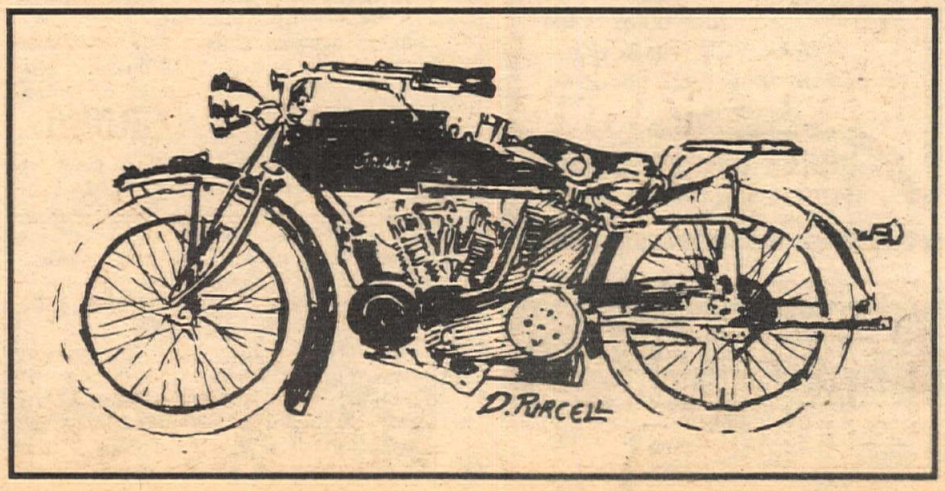
Existing roads and trails are nothing more than access ways, which do not necessarily have to be *regular* routes of travel. A route may only show *general evidence* of previous use, and it is not necessary that these access ways be maintained. It is not necessary that these roads and trails be bare of vegetation, and do not have to be habitually used, and do not have to be reasonable courses to destinations. Good trails can be random or erratic in nature.

The important thing is not *what* you write, but that you write. Remember that a simple telegram can be very effective, if time does not permit you to write.

I can't emphasize how important this issue is, or how devastating it will be if the proposed definition is put into effect by the BLM.

Write now and strongly reject this devious proposal.

Please send your comments to: Mr. J.R. Penny, State Director, Bureau of Land Management, 2800 Cottage Way—Room E 2841, Sacramento, CA. 95825. •



Rolf Tibblin writes about body building, bike preparation, riding technique, desert racing & nutrition

you can read about for two dollars.

Send $2.00 for Rolf's guide, decals and complete information on the training center to:

Husqvarna International Training Center

933 South Santa Fe #2, Vista, California 92083
phone 714/724-8091

THE PRODUCT SPEAKS FOR ITSELF

250 CZ 400

MOTO-X MACHINES
SALES-SERVICE-PARTS

Bertus Jawa-CZ
1340 Hacienda Blvd.
La Puente, CA 91744
213-330-6171

Sweet Duck Suzuki
Desert and MX Specialists
1010 E. Arrow Hwy. Covina, Ca.
(213) 966-8541
Suzuki & Maico
Mail Order Specialists

Go in deeper, fall down harder.

HOOK & LADDER ENDURO — **OCT. 27**

PASADENA FIRE DEPT. W. A.

2 fun loops, 100% trophies for under 16 minis (0-80cc). Minis first loop only. 20% trophies all others. Everyone else rides both loops, including Powder Puffs. Super finish pins. Plus lots of PRIZES. Ambulance service, rescue teams. Maps and full instructions will be mailed one week prior to race date. No route sheet. First rider out 8:01. ENTRY FEE . . . $8.50 POST ENTRY . . . $10.00

Mail to: WOMEN'S AUXILIARY PASADENA FIRE DEPT.
5226 No. Golden West Avenue
Temple City, CA 91780

Pit area limed from California City Golf Course. California City is 10 minutes north of Mojave, off Freeway 14. PLEASE, entries must include a signed entry blank, two stamped self addressed No. 10 envelopes for results and instructions, plus fee.

TAX DEDUCTIBLE • CHARITY
All proceeds go to the
L.A. County U.S.C. Burn Ward

HOOK & LADDER ENDURO

NAME _____ ADDRESS _____
CITY _____ STATE _____ ZIP _____ PHONE _____ AGE _____

SEX M F (CIRCLE ONE)

RIDING CLASS--CHECK ONE
◯ A ADVANCED RIDER-5 OR MORE TROPHIES
◯ B NOVICE-2 TO 4 ENDURO TROPHIES
◯ C BEGINNER-LESS THAN 2 TROPHIES

5 RIDERS MAKE A CLASS

SPECIAL TEAMS
◯ FATHER / SON
◯ HUSBAND / WIFE
◯ FATHER / DAUGHTER

BIKE SIZE--CHECK ONE
◯ 0-80 CC'S ◯ 126-200
◯ 81-100 ◯ 201-250
◯ 101-125 ◯ 251-OPEN

PARTNERS NAME _____

THE UNDERSIGNED ENTRANT, ACKNOWLEDGES THAT HE ASSUMES THE RISK FROM ANY LOSS FROM INJURY OR PROPERTY DAMAGE TO HIMSELF OR OTHERS, AND SPECIFICALLY HOLDS HARMLESS THE P.F.D.W.A. & S.R.A. IF ENTRANT IS UNDER 18, PARENT OR GUARDIAN MUST SIGN THIS FORM. THE ENTRANT AGREES TO PAY FOR AMBULANCE SERV & FIRST AID.
SIGNATURE _____ PARENT'S APPROVAL _____

METZELER TIRES

motocross and street treads in stock
wholesale - retail

ZDS MOTOR CORP.
4655 San Fernando Rd., Glendale, CA 91204, (213) 245-8695
Distributors for 5 Western states.

T&O YAMAHA

SPECIAL OF THE WEEK

VENTED MOTO-X JERSEYS

BILL WALTERS	REG. PRICE $10.95	SALE PRICE $ 7.95
VIKING	REG. PRICE $12.95	SALE PRICE $ 9.95
Yamaha "MOLY"	REG. PRICE $13.95	SALE PRICE $10.95

24020 Narbonne Ave., Lomita, CA. 90717. Phone (213) 534-2311

COMPETITION SHOCK ABSORBERS

* FIVE WAY ADJUSTABLE
* CHROMED & POLISHED
* DOUBLE DAMPENING
* REBUILDABLE
* STREET OR RACING

BETOR

DISTRIBUTED BY
Sammy Tanner Distributing
17213 Roseton Avenue
Artesia, CA 90701
213/924-2111

Betor Forks and Shocks Make the Difference

TOP QUALITY
AT COMPETITIVE PRICES
• PERFORMANCE
• RELIABILITY
• HANDLING

The Motorsport Co.
18651 Valley Blvd., Bloomington, CA 92316
714-877-0151

BURAK TUNING SCHOOL
Learn how to tune bikes at the BURAK TUNING SCHOOL for performance, fun & economy.

BURAK BYE-PRODUCTS
15170 Raymer St. • Van Nuys, CA
(213) 780-1768

Get with Route Check

125-250-400 MOTO-X
CHAMPION MACHINES
SALES-SERVICE-PARTS
J & J Motors
3620 S.E. Powell, Portland, OR 97202
503-235-8938

THE NATIONAL PAPERS

The AMA goes "experimenting" on Sunday, September 29th, by requiring some type of silencing devices on the racing motorcycles

that will be ridden by the Experts in the $15,000-plus Golden Gate Mile National.

Noise has become a big topic of late. Many people found that noise was bothering them after somebody told them they should be bothered. Then the word "Muffler" popped up and everybody thought that racing machines were going to come out with those long big chrome plated items that hang on all the street machines. Not so. A racing silencer is not really a muffler, like on a street bike. A silencer, with regards to racing, is and can be many things that come in many different sizes and shapes. Three companies are standing by to provide them if the entrants need them.

The Golden Gate National mile will be a first for the big motors. The AMA has voted to go all the way with silencers for all racing at a later date but this event couldn't wait. The non-National mile race there last year found the facility to be the best the AMA has for mile races when it comes to plush grandstands, viewing, etc. The infield looks like some picture on a calendar.

But the noise thing was the big surprise. The only houses within sight are located far from the backstretch and high on a hill, about 12 in total number. The people that live in them, at least some of them, said that the noise from the bikes hurt their ears last year.

So they went to the city council and tried to get any additional racing eliminated. But the council took a realistic attitude and asked promoter Mike Goodwin, the man that brings you the "Superbowl" of MX at the Los Angeles Coliseum every year, what he could do about it. Since that time, Mike and the AMA people have been working towards guarantees that the Golden Gate facility stays on the circuit from year to year. The City Council has asked only that the machines be equipped with silencers of some type.

To give every rider a fair shake for this first time occasion, all entrants will be required to have their machines inspected on Saturday the 28th at the track. If the bike doesn't pass the sound test then it can be fitted with a device from any of the three companies and get another test. But all tests take place on Saturday. Sunday is devoted to racing and not debates as to whether or not a machine can or cannot pass the sound meters that will be there and used by city and state officials.

To show good faith, promoter Goodwin posted a bond with the city. It comes to a considerable amount of money. If the riders or the officials are in violation then the bond goes to the city — and of course, there will be no more races in the coming years.

The longtime fan may or may not know that all of the lightweights have been required to have silencers on for the past couple of years. This includes both National short track races at Houston and Chicago.

Neither the AMA nor the promoter nor the city is saying that the machines have to be so quiet that you can shut your eyes and not know the races are running. The manufacturers of the silencers claim they can prove that their silencers will bring the machines within the allowed limit — and increase the horsepower!!

It would be nice to really believe that those few people that live high on that hill above Golden Gate are really only concerned about excessive noise. Or are they really saying that they don't want motorized racing, no matter how quiet the machines are?

They had a mile race in the Chicago area a few years ago. The people across the street didn't complain about the noise. They complained about the bright lights being on at night! Light pollution, they called it. People out in the Corona area once complained about the noise from the racing cycles that ran at night on a weekly basis. People who moved in long after the race track had been built. To prove that they really just wanted to get rid of the track and that the noise was not a factor, the track called off the races one night but did turn on the lights. The result was that there were over a dozen calls complaining about the noise. The only vehicle at the track was a police car with the engine turned off!!

The promoter and the AMA are trying to be sincere about the whole thing. We can only hope that the people on the hill will have the same attitude.

The Golden Gate mile, the last mile of the year, will offer the fans a plush eating and drinking area behind glass. Breakfast and lunch .no less. The restroom doors are also padded to insure that some of the people outside the track with tender ears will not misunderstand and take the flush of a toilet for the roar of a racing engine.

We won't know success or failure until the September 29th race. Not to be overlooked is the fact that in four previous mile Nationals this year there have been four different winners: Kenny Roberts, Gary Scott, Gene Romero and rookie Hank Scott. The 29th is the runoff and all four will be there. So will about 95 other Experts.

Look for the little round item that will either be in or around the back of every pipe. Quiet please. Golden Gate is not Watergate, but it will be wired for sound.

Bob F. Read

Staats streaks DRA again

By Dale Brown

CALIFORNIA CITY, CAL., SEPT. 15

Steve Staats (Bul) made it two wins in the last two times he's been out to the DRA desert.

At the bomb, though, Staats was hard pressed to figure how Heath Hibbard (Hus) had put so much distance between him and the rest of the pack. About eight miles out, going through a bumpy sandwash, Staats had closed the gap. Picking a smoother trail along the right, the Bul had an easier time transferring power to the ground and Staats moved up, passed Hibbard and was never headed again.

Wayne Garrett (Bul) got past Hibbard soon afterward but all he could hope for was mechanical failure to strike the leader. As they reached the 20-mile mark, Staats had a-minute-and-a-half lead on Garrett. Hibbard came through next, pursued by Rich Mark (Hus), who was on leave from the Marines. D.L. McEvoy (Hus), on his first Amateur ride, was running fifth.

Running in ninth, Gerald Round (Hus) was leading the Novices. Farther back in the pack, the two lightweight class leaders were having a go at each other. Dennis Greene (Car), who's leading the point standings, started out ahead of Phil Stumbo (Yam). But when you're Number Two, you try harder, so Stumbo did, and he got past Greene, although he never did get very far ahead.

On the second time around the 23-mile loop, the first two positions remained the same. McEvoy got past Hibbard to take third and Mark faded to seventh (he's been away from the desert for a long time. Earlier this year, he was a consistent DRA winner). Howard McCasland and Gus Paull, both on Huskys, got by for fifth and sixth. Round moved past George Harvey (Hus) to take eighth overall and first Novice. Harvey got second Open Amateur.

It was a good day for brothers. While Steve won, Will Staats (Hon) was in the top 20 and first 250 Amateur. Dean and Ronald Miller, both on 250 Hondas, scored first and third, respectively, in the overall Beginner tally, with Bill Lee (Mai) coming in between them.

The DRA offered a free bike and rider pickup service using one of those humongous, go-anywhere Army trucks. It'll be continued in the future.

It was an exceptionally fast course, featuring things like a spooky-neat dropaway and a couple of launching ramps cleverly disguised as road crossings. •

Results in the Results Section.

Launching ramps disguised as road crossings?

Steve Staats seems to be trying to make a career of winning DRA races.

They've got these things called "casualties" in desert racing. Here Bob Dunlavy demonstrates.

PHOTOS BY DALE BROWN

Mail Order
Bellflower CZ
OFFERS YOU.....
MAGNIFICENT MOTO-XERS
WITH THE FINEST CRAFTSMANSHIP
AT A PRICE TO FIT ANYONE'S POCKETBOOK
10464 Alondra Blvd., Bellflower, CA 90706
213-925-5097

You get all the quality you pay for with Bill Walters Leathers.
Not so with some others!!
BILL WALTERS LEATHERS
BW
445 So. Victory Blvd.
Burbank, California 91502

TED EVANS
MARINA DEL REY
Let Us Make Your Bike Go Fast!
(Trick Stuff) We Carry All Of
These Brands:
HUSQVARNA
C.S.A.
JAWA-CZ
TRIUMPH
BULTACO
RICKMAN
MAICO
YAMAHA
13347 W.
Washington Blvd.
Los Angeles, CA 90006
(213) 390-3406
Send $3.00 for 256 colorful page catalog with more than 5500 items.

ANOTHER QUALITY PRODUCT FROM
WEBCO
S&W Hi RPM Valve Spring Kit
Racing valve springs are a necessity when installing a high lift, long duration camshaft; worthwhile with a stock cam, too. S&W competition valve springs are made of aircraft quality wire, magnafluxed, heat treated and double drawn.
#279 ... Honda XR 75 (kit) $14.05
#1245 .. Honda XL 250 (kit) $21.95
#280 ... Honda XL 350 (kit) $24.95
#281 ... Honda 500cc "4" (kit) .. $39.95
#1858 .. Honda 750cc "4" (kit) .. $39.95
#1234 .. Yamaha 650/750 (kit) ... $24.95
#690 ... Kawasaki 900 Z-1 (kit) .. $59.95
Webco catalog...116 pages...only $1.50
WEBCO INC.
BOX 429 • VENICE, CAL. 90291

SCUDERIA
HUSQVARNA
PENTON LAVERDA
SALES, SERVICE, AND MAIL SPECIALISTS
(213) 542-1695
The Finest Selection of
Parts and Accessories
For Bike and Rider
We Offer Expert Repairs
Porting and
Competition Tuning
Receive $50 Worth of Parts and Accessories FREE When You Buy a New Husky or Penton.
2419 Artesia Blvd.
Redondo Beach, California 90278

Make NOISE — write your legislator
You make your own future — get out and do something about it

THE ULTIMATE IN PERFORMANCE-HANDLING AT COMPETITIVE PRICES
Paulson's
6111 100th St. S.W., Tacoma, WA 98499
206-588-1873

• BIO-DEGRADABLE
• ELIMINATES PLUG-FOULING
• IMPROVES PERFORMANCE
• ECONOMICAL

PERFORMANCE—ECOLOGY—LUBRICATION

For a brochure write to:

LUBRICATION DYNAMICS
1109 No. Allen Avenue, Pasadena, California 91104

WANTED
SALES REPS
Must Deal Directly With Motorcycle Shops
REWARD
Quality Racing Parts
CMS PRODUCTS INC.
Call or Write: CMS PRODUCTS Inc. 2134 Old Middlefield Way Mountain View, Ca. 94043 (415) 961-2446

250 CZ 400
MOTO-X MACHINES
SALES-SERVICE-PARTS
Horizons Unlimited
22726 Ventura Blvd.
Woodland Hills, CA 91364
213-340-2191

FACTORY
REPLACEMENT
PISTON RINGS
UNBREAKABLE
THE poppy COMPANY
820 N. HOLLYWOOD WAY
BURBANK, CALIFORNIA 91505
(213) 845-6766

Fremont Raceway Marathon
415-327-4461
Sunday, October 13
2 man — 2 hour, $6 entry

Cycle News North

The oldest, the youngest and worst of MX

By Jan Newman

WOODBURN, ORE., SEPT. 2

Fox Hollow was the scene for the Old Timers' National race which the Oregon Old Timers have looked forward to hosting for a year. This year it might better have been called International because British Columbia was very well represented in the two day event along with clubs from California and Washington.

Monday was also a Regional minibike contest. There was a 50 year age span between five year old Dan Dawson, the youngest, and 55 year old Glen Houser, a truck driver competing in his third race.

The worst of MX was well represented by the promoter who has only had a year to prepare for the race and couldn't quite get ready. The local club spent many hours over the last two months attempting to get the track in running condition while his main effort was the outstretched hand — palm up. When his water truck broke a week before the race the club rented their own truck to be on the safe side. Sure enough — his sat unrepaired with the rest of his defunct equipment. The final crushing blow came Sunday when the rented truck threw a rod and no parts could be found. Finally, the promoter made a useful move when he faced the angry group of riders demanding their money back Sunday night. He acquired a tractor from a neighbor (who was away from home) so they could drag the water truck around during the night to prepare for Monday's race.

Oregon's team led the Old Timers team competition in points Sunday with Washington running second.

Monday's racing was for individual honors for the Old Timers and the finals for the Minibikers. Chris Selnes (Hon) led the Junior Mini riders for the two days. Eddie Wagstaff (Yam) came from behind to take the lead 100 feet from the flag in the second moto to take top Intermediate honors.

Mini Intermediate winner Eddie Wagstaff. Somehow you get the impression this kid means business.

JAN NEWMAN

JAN NEWMAN

Three foot brass, four foot kid, mile wide grin.

Masters class heads out to thrash the dusty track. Joe McKenzie (54) Mastered 'em all.

JAN NEWMAN

As the dust problem got worse with every race, the Old Timers decided to run only two motos rather than the scheduled three. Bert Hill (Mai) from Nanaimo, B.C. led all the way in both Novice races.

Oregon's Al Clapp (Hus), rode through the entire Amateur pack to squeeze out Roy Hall (Hus) from Burnaby, B.C. in the second moto and take top honors.

When the Experts left the line in the first moto, Elmer Reimer from Bandon, Oregon sat with a dead Yamaha. Vern Amor of Surrey, B.C. led all the way to the one lap flag before Reimer caught him. They spent most of that last lap side by side but Reimer lost it for a brief moment and settled for a second. Amor led the second moto also but Reimer got by this time and held the edge in the point tie.

Joe McKenzie (Mai) of Wenatchee, Washington became the Master of Masters when he led all the way without a threat from anyone. Stan Johnson (Hus) rode his first race in the Masters class and finished a strong second. •

Results in the Results Section.

A new NorCal track

By Robert C. Holcomb

PESCADERO, CAL., SEPT. 9

Three hundred riders showed up to break in the new MX track. It soon became evident that the track was not as fast as it appeared. The first few waves netted five endoed Elsinores, three berm busted Maicos and a CZ in an oak tree, about three feet up.

The course, designed by promoter Tim Meyer, climbed, snaked and spilled down the hills and gullys of the Knob Hill Ranch. The circuit included two serious up hills (one of which was a sweeping left that doubled as a start hill), two puckering downhills, two off-cambers, a downhill corkscrew, several lumpy straights and a fifth gear finish straight, (fourth for my old camel). Soil ranged from washboard to berm building loam.

By the time the racing started, riders had the course somewhat sorted out. The 125 Experts opened the money motos with Bob Geffert (Hon) taking the lead. Dennis Curtain (Hon) rode in hot pursuit until a flat ended his chances. Mike Amaral drove from the back to take over second and closed on Geffert. Time ran out on Amaral and Geffert took the flag.

The second moto saw Amaral on his Suzuki jet into a commanding lead while Geffert got off to a slow start. By the fifth lap, Geffert caught and passed Amaral. Amaral, riding hard, grabbed the lead twice more before finally giving the win and lion's share to Geffert.

The 250 Experts showed Duane Joice (Bul) taking an early lead. Back in the pack, Charles Halcomb on a mag Husky began a steady charge. Joice stretched his lead over second but Halcomb gained on everybody. By the eighth lap, Halcomb really began to hum and took over second spot. On the next lap he boogied into the lead and off into the distance.

The second moto ran similar to the first and Halcomb grabbed the gold with Joice a solid second overall. Dan Lane turned in a pair of good motos for third.

The Open Intermediates opened with a good dice between Keith Bontrager (CZ) and Logan Brookins (Mai). Logan maintained his lead as Bontrager blew a shock but hung on for second.

In the second moto Bontrager led shortly but suffered a stuck gearbox that left him in third gear and third overall. Peter Burwith put 'em together for second overall.

One Open Novice tried to use a motorhome for a berm. Fortunately he didn't hurt himself or his bike. In fact, had his Jikov not flooded, he'd have barely lost a position. Those CZ guys are tough. ●

Results in the Results Section.

Washington State Trials Championship: Neither jet lag, nor borrowed bikes, nor lack of sleep. . .

By Bud Mylerberg

GOLD BAR, WASH., SEPT. 8

Joe Guglielmelli and Marv Heath, the Pacific Northwest's representatives in the U.S. Championship Series, successfully survived jet lag, a sleepless night and borrowed machines with four-ply tires to nail down first and second places in PNTA's own championship series with one round still to go. They jetted in from MOTA's championship event in Michigan to Gold Bar, Washington just in time for sign-up. Every top PNTA rider was there too, hoping to capitalize on the "big boys'" expected absence and pad their own series scores.

But it was not to be. Joe won it with 20 marks to clinch the title while Marv beat everyone he had to and assured himself of possession of the number two plate for 1975.

The six-mile course was only moderately difficult, with all sections cleanable. Four and six were the toughest, with only 13 cleans out of 174 total rides. Four was the most spectacular and expensive, accounting for most of the "oohs" and "ahs" from spectators, as well as the most bent Renthalls and Preston Pettys, as riders tried their luck on a second-gear-or-nothing momentum shot up a near vertical, eight-foot wall of rocks in a tight, boulder-infested creek bed. Those who didn't make it fell back into a nest of jagged rocks and sharp root ends. A five hurt more than just pride here.

Joe won it in a pair of left-over National Trials sections run backwards through a maze of barrel-sized rocks. He dropped only one mark here in his three laps, while Arlin Harmon, third in PNTA standings, fived both on his last lap to give Joe some breathing room and turn an otherwise excellent performance into one Arlin would like to forget. Rick Flescher turned in a steady ride on a Yamaha for second place, just edging out Jay Terry, who used his TL's four-stroke tractive power to good advantage in the rocks, and Sherrill Steinhauer, on the world's only living Serataco.

Rising fifteen-year-old Alan Todd turned in another good TL ride for first Amateur and eighth overall while tiny Sam Ferguson won the Novice class at 16th overall in his first ride on a Bultaco. He couldn't have done it if he'd been tall enough to dab.

Joe's toughest test of the day came later, after he had won the special Yamaha TY80 section. In the ride-off against PNTA's minibike champion, Joe was matched clean for clean by 10-year-old Rusty Flescher, until Rusty finally lost one when an errant branch grabbed his front wheel. ●

Results in the Results Section.

BUD MYLERBERG

Arlin Harmon had a good ride going until the last loop. His Bul must have balked at carrying that Montesa shirt around. Isn't North-country trials ground just Super-Delecto?

Dicing in Chico, Hall loses (surprise!)

By Rex Backman

CHICO, CAL., SEPT. 14

Steve Dietz jumped to the lead at the start of the 360 Expert Scratch Main with Kurt Fator (Bul) and Lowell Moural (Yam) trailing. Dietz pulled out about 10 feet over Fator while Moural concentrated on getting second place. Coming out of turn two with the race a few laps old Moural bumped his way past Fator into second and set his sights on Dietz, who now had lengthened his lead to four bike lengths. Moural started to whittle away Dietz's lead a few feet every lap. Soon the two riders were wheel-to-wheel. Dietz would get the inside line in the corners and be able to pull Moural down the straight but Moural would not give up. Lowell would stick his front tire under Dietz's back tire hitting the frame as they went through the corner but Dietz held his ground and went on for the win.

Cliff Hylton led the 250 Experts through the first corner with Paul Quiring (Bul) and Shane Scott (Yam) in second and third. Scott moved into second passing Quiring down the back straight and set after Hylton. Meanwhile, Jim Hubbard had moved into third after a poor start. Hylton riding in perfect control continued to lead while Jim Hubbard tried to get by Scott for second. But time ran out, Hylton won with Scott holding off Hubbard.

Mike Hall had his win streak broken tonight by Paul Meyer. Hall got a tremendous hole shot and led the pack of Novices through the first corner but Hayden Campbell lost it coming down the back straight causing a restart. Paul Meyer took the lead at the restart with Hall getting a bad start in fourth. Meyer built up too large a lead for Hall to overcome. Hall settled for second with Bruce Knight hanging on for third.

Meyer looked like he was out for his second win of the night as he led the 250 Handicap for all but the last two laps. Bill Zirkle (Yam) who had been putting pressure on Meyer finally got the lead and went on for the win and his second trophy of the night (also second 250 Junior). Jim Hubbard moved up from the 60 to get third. ●

Results in Results Section.

Washington State Champion for 1975, Joe Guglielmelli didn't let a little thing like lack of sleep keep him out of first overall.

BUD MYLERBERG

MIURA PRODUCTS
QUALITY ACCESSORIES from BULTACO INTERNATIONAL, LTD.
P.O.Box 62547, Virginia Beach, VA 23462

Cafe Catalog
FORTY PAGES PLUS!
GASTANKS, SADDLES, FENDERS, FAIRINGS, MAG WHEELS, DISC BRAKES, FORKS & MUCH MORE!
$1
TARGET PRODUCTS, INC.
BOX 1 / EAGLE ROCK STATION
LOS ANGELES, CALIF. 90041

BOOTS Largest Selection

Top Gear Buckle	$59. value	$44.95
High Lace Cycle	35. value	26.95
Acme Cowboy	25. value	17.95
Durango Harness	27. value	19.95
Danpost	60. value	34.95
Logger	25. value	17.95
Engineer	25. value	17.95
Dress Zippers	25. value	13.95
Work Shoes	20. value	12.95

Add $2.00 Mail Order plus tax
Work Shoes Unlimited
12086 Brookhurst, Garden Grove 714-537-6535
1772 No. Tustin Ave., Orange
12522 Westminster at 17th St., Santa Ana
Distributor for Vendramini Boots

VIVA montesa MAICO COOPER
Parts • Service • Frame Mods • Accessories
WHEELSMITH MOTORCYCLES
3641 W. McFadden, Santa Ana, CA 92704 714-839-0150

next week:

RACING
Albany Mile & S.C.O.R.E. off-roady

TECHNICAL
Expansion Chambers part 2

FIRST TEST
Can-Am 250 MX

WHITTIER HONDA
Motorcycle Trailers Bell Helmets
Full Bore Products
14324 E. Whittier Blvd. (213) 698-0065
Complete stock of parts and accessories for street and dirt.
OSSA

(714) 894-2623
Penton, Monark & Tyran & Rupp Fun Machines
Sales Service Parts Accessories
D&R Cycles
7181 Westminster Ave.
Westminster, CA 92683

EUROPEANS
ROBERT GROGG Switzerland
LORENZ HALLER Switzerland
JAN THIJE Holland
TON VAN HEUGTEN Holland
FONS VAN HEUGTEN Holland
PAUL VAN HEUGTEN Holland
WIL VAN DER LAAN Holland
TEDDY STROMBERG Sweden
GORAN ANDERBERG Sweden
PIERRE BORMS Belgium

WORLD CHAMPIONS SIDE CAR
(MOTO-AMA)
MOTOCROSS
AMERICAN - EUROPEAN SERIES
AT
VALLEY CYCLE PARK
SUN. OCT. 20 1 P.M.

AMERICANS
JOHN PALFREYMAN
RIC BELL
MARK SAXLAND
BERTUS DE JONG
JOHN MONOHAN
NORBERT MONOHAM
PETE WEKELL
ROLLA ADAMS
DON MILLER
CARL KROHN
AL REY
DAVE DUBBS

FILLMORE FRWY AT TIERRA REJADA ROAD IN MOORPARK -- VENTURA FRWY WEST TO FILLMORE FRWY (HWY 23) NORTH TO TIERRA REJADA ROAD EXIT, TURN RIGHT TO PARK.
INFO. (805) 529-9546
PLUS!
$1,000 SUPPORT
250cc PROFESSIONAL MOTOCROSSS
• AMA Pro License Require

SPECIAL PARKING TICKET COUPON
ORDER YOUR TICKETS NOW, USE THE COUPON BELOW AND WITH YOUR TICKETS YOU WILL RECEIVE SPECIAL IN-PARK PARKING PASS. DO IT NOW OFFER LIMITED
MAKE CHECK OR MONEY ORDER PAYABLE TO VALLEY CYCLE PARK
ADULTS $6 JR. 13-17 $4 CHILDREN 6-12 $2 UNDER 6 FREE

NAME _____
ADDRESS _____
STATE _____ ___ADULTS @ $6 ___
___JR @ $4 ___
City ___ ZIP ___ ___CHILDREN @ $2 ___
MAIL TO VALLEY CYCLE PARK Suite 805
1801 Century Park West Los Angeles Ca. 90067
Handling Chg. 40c
TOTAL $_____

NorCal Speedway

By Sneaky Pete

MacMurray & Eggers win Expo Mains

SACRAMENTO, CAL., SEPT. 13

Reno's Rich MacMurray pulled off what has to be his best 'gate job' of the season to win his first Scratch Main since last June 14th.

Kenny Eggers won his second Handicap Main of the season ahead of Jay DeBeaubien and Mike Rooney.

The last time Steve Bast was in Northern California, he gave former Class 'C' national number holder Dan Haaby a few lessons in the art of riding a speedway bike. The lessons paid off for Dan tonight as he won the Division Two Main in only his fourth week of speedway racing. The two-three spots went to Bob Bellino and Mike Ellis.

With the payoff now averaging better than thirty five dollars a lap, Norman Denny won his fourth straight 'Dash for Dollars' match race with Rich MacMurray a very close second.

Saturday night September 28 the top twenty-seven Southern California speedway riders and the top seven northern riders will compete at Cal Expo in a qualifying round for the national championship. •

Results in the Results Section.

Mike Rooney models the latest in Speedway headgear. Cock-a-doodle-doo!

GLENN ARTINIAN

Big brass, big bucks and big blow

By Jan Newman

WASHOUGAL, WASH., SEPT. 1

It was a big weekend that started with a bash on Saturday night. There was a rock band with dancing, partying and baying at the moon til the wee hours. The track started out in beautiful shape but a stiff wind blew away any chance of keeping the dust down. At times it was even hard to stand against it.

This was the final race of the Triple Crown series for the Amateurs and a go for 1500 bucks for the 77 pros entered. Also there was a contest in which the winners in all classes in the first moto picked a Miss Stampede from a line of pulchritudinous pit tootsies.

In some cases the series trophies were already in the bag, but in classes which were divided all the riders still in contention were grouped together. The 125 Intermediates were probably the hottest bunch. Randy Jungwirth (Hon) squeaked out a win for the day with a

For FREE decal and brochure, send self-addressed envelope today!
AMERICAN PJ COMPANY
Division of PJeff Corporation
15840 Ventura Blvd.
Encino, California 91316
(213) 986-3413

In by Monday, Race by Sunday
Uncle Donny's FLYING MACHINE FACTORY So. Calif.
125 package
. . .consists of your cylinder & head. . .we modify all makes of 125cc bikes
. . .$115.00
Custom Pipes for 125cc - 400cc
. . .$54.95
Fast mail order service
CR-125 super Honda package
Super Penton power
Dealer prices available
Call or write for details:
(213) 530-4656
1418 W. 259th Street
Harbor City, CA 90710

CYCLE NEWS GOES FAST.
Wearesobusywejustdonothave timetogointoallthewhysand whereforesbutthefactisCycle Newsissellingsofastitissellingout atmanynewsstandsandsome dealersarejustnotorderingenough copiestomeettheenthusiastic demandsandsowehopeourdealers willgetwithitandorderplentyof issuesbecausewehaven'tgotime tokeepremindingthemandifyou wanttobeaCycleNewsdealerpick upthephoneandwewillshowyou howinahurry.
CYCLE NEWS®
(213) 427-7433 or write P.O. Box 498, Long Beach, CA 90801

125-250-400 MOTO-X CHAMPION MACHINES
SALES-SERVICE-PARTS
Iron Horse Cycle
6009 Skyway, Paradise, CA 95969
916-877-2374

'74 400 GP CZ's for $1190.
'74 250 GP CZ's for $1090.
'74 400 MX CZ's for $ 910.
'74 250 MX CZ's for $ 880.
(714) 645-8008

Goodyear is Carroll Shelby
213-538-2914

Filtron Filters
J.L. Sales
metric hardware
P.O. Box 3038, Fullerton, CA 92634
714-870-5244 213-697-9674

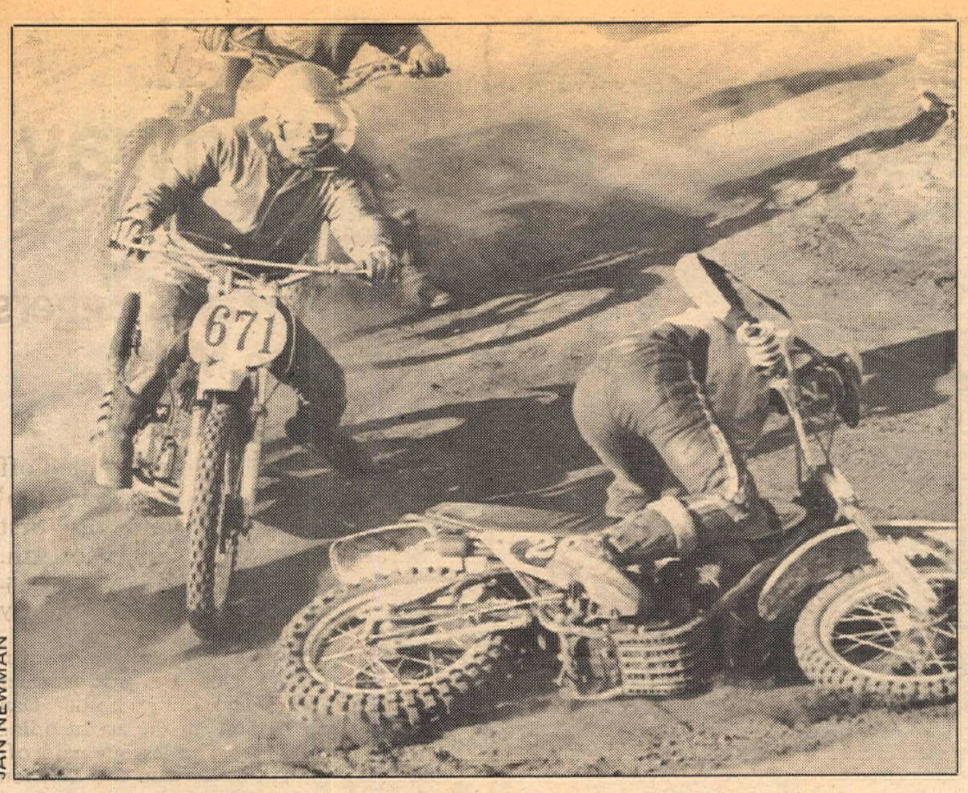
HOOKER EXHAUST TUNER
1032 W. BROOKS ST. ONTARIO, CA 91762 · 714 983-5871

THE ULTIMATE IN PERFORMANCE-HANDLING AT COMPETITIVE PRICES
Mid-Valley Cycles
7547 Louise Ave., Van Nuys, CA 91406
213-342-6606

Magneto $79.95
Fits any 125cc Yamaha Enduro thru '75 or MX thru '73. Bolts right on.
Yamaha of El Monte
2859 No. Durfee, El Monte, CA 91732
(213) 442-5800

PUCH ALL NEW FOR 1975!

HORIZONS UNLIMITED CYCLES
Bankamericard Mastercharge 100% Financing
22726 Ventura Blvd., Woodland Hills, CA 91364 (213) 340-2191



JAN NEWMAN

Rick Newman (Yam, Open Intermediate): "Whoooooops! . . . (Whump!) I think I've hit a land mine!"

third and a first. Brian Hall (Hon) was right behind with a first and a third. Scott Bergren (Suz) and Mike Thorsfeldt (Hon) alternated in second and fourth. It was anybody's ball game all the way but Thorsfeldt got the big trophy.

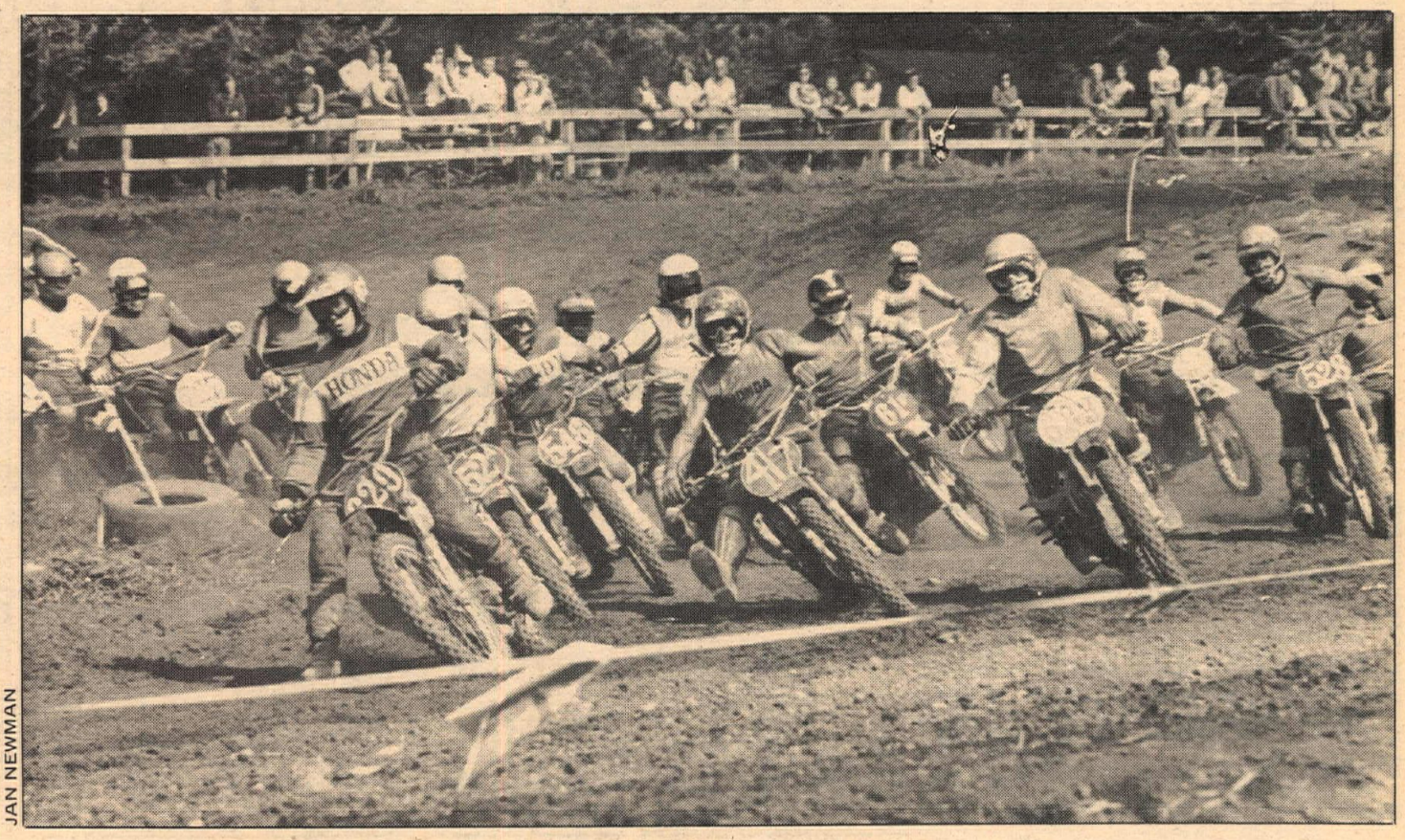
A second for the day gave Bill Wallace (Suz) the Open Intermediate series win but the real ride was put in by Rick Newman (Yam). With a first moto win behind him he led to the corner in the second and went down. He was dead last going. By the end of the second lap he was up to third and pushing on until he took over the lead.

It was a strange day for most of the Pros who normally ride two or more classes and finish at or near the top. Mitch Simmons blew them all off the track on a 125 Honda but started the first 250 moto by getting his foot caught between his Husky's rear fender and tire. From there things went downhill. Rick Burkinshaw (Hon) hung in tight for a second in the 125 class. Mike Kinnear (Hus) never got started in the 250 but was looking great on a 125 until he came off hard.

Chuck Sun (Bul) had it all his way in the 250 class but seized his Bul in the Open class battle with Rick Burgett (CZ). Rick won the Open class and had a second in the first 250 moto but sacked his CZ in the second race. Rick did manage to hang in for third place on a 125 CZ. •

Results in the Results Section.

"First gear, hang on tight — second gear, lean right . . ." (Hondels, circa 1966)



JAN NEWMAN

CMC Ascot: Pessy wins No 81, Bell loses legit

By Alan Shepherd

GARDENA, CAL., SEPT. 18

On the next-to-last night of CMC motocross at Ascot Park, veteran Dave Pessy rambled home with another clean sweep of the 250cc Pro class and in the process set one record and closed in on another.

It was Pessy's 20th win of the season and it makes him the first rider in the CMC's seven-year history to have at least that many wins in three consecutive seasons. It was also his 81st career victory, which draws him to within three of Tim Hart's all-time mark. That record could fall before the month is out.

Dave's prime oppostion came from Joe Johnston, also on an Ossa, while third placer Ray Lopez rode a Bultaco. Since coming out of retirement five weeks ago, Lopez had always been right around the overall win position.

It was upset time in the 125cc Pros as Mark Tyer legitimately defeated Mike Bell in a night race for the first time in 12 weeks. Bell did not crash, nor did he have problems with his Honda; Tyer just beat him off the line each time and held it twice.

The only time he didn't was in the first moto midway through when Bell pulled alongside Tyer for a narrow pass and banged into him to send him off the track. In the second moto, Bell couldn't get close and in the third stayed right on Tyer's tail but failed to find an opening.

Johnston also rode this class on a Kawasaki and looked good while taking a third overall. Of note also is that Tim Lunde is back on a Honda after spending about two months on a Kawasaki.

With Luke Messer absent from the racing ranks due to problems with his Maico that haven't been totally solved yet, Bill Rubly (CZ) appeared to be the favorite in the 500cc Pros. But in the first moto he came from fifth to win it, only after first Bob Zingg (Mai) and then Dan Barnes (CZ) each dropped out while in the lead.

Rubly then led from start to finish in the second, but in the third it was Jim Wilson (CZ) getting on the throttle hard and turning in his first night moto win in about two seasons. Because of it, he earned second overall with Rubly easily securing the triumph. •

Department of Transportation eases mo-ped standards

After waiting the appropriate time for comment, the Department of Transportation moved to alter certain safety standards as they would apply to mo-peds and low-power motorbikes, effective October 14, 1974. Machines not capable of reaching 30 MPH within a standing start mile will not need turn signals, need not pass stringent brake fade tests, and need have only half as bright a brake light as that required on other types.

However, the department refused to ease headlight standards, so mo-ped manufacturers will still have to provide strong enough electrical systems to pass the federal tests in order to sell them here. •

P.I.T.Stop Pickins

Redwood City P.I.T.S. elected new officers August 15, 1974. They are:

President . . . . . Tom Cullen
Vice. Pres. . . . . Gary Owens
Secretary . . . . . Steve Darrow
Treasurer . . . . . Joe Laconio

Their chapter meets on the second Wednesday of each month, 8 p.m. at 840 Cherry Lane, San Carlos, California. The Redwood City Chapter is especially proud of their ability to hold monthly trials on club property near Skeggs Point. What with the legal/liability angles, it's strictly a closed membership ground. Contact a chapter member for details.

Bakersfield P.I.T.S. chapter meets the first Tuesday of each month at Shakey's Pizza Parlor on Alta Vista in Bakersfield, Calif. Their officers:

President . . . . . Ron Sprayberry
Vice. Pres. . . . . Larry Melton
Sec-Treas. . . . . Joyce Sprayberry
Soc. Capt. . . . . Dwight Fearing •

COMPETITIVE CHAMPION
FOR THE BEST POSSIBLE PRICE

STOP IN TO SEE OUR FULL LINE OF MOTO-XERS

Coronado Motor Sports
127 Shadow Mountain
El Paso, TX 79912
915-584-4497

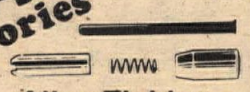
Vera's *has moved to a new location to serve you better*

Buy direct from the factory and save. Pants custom made, the best of Canadian leather. Your choice of colors & stripes.

11511-A Washington Blvd.
Whittier, CA 90606
213-699-2349

Super MX

AMAL accessories



Alloy Tickler — Specially shrouded and easier to operate.

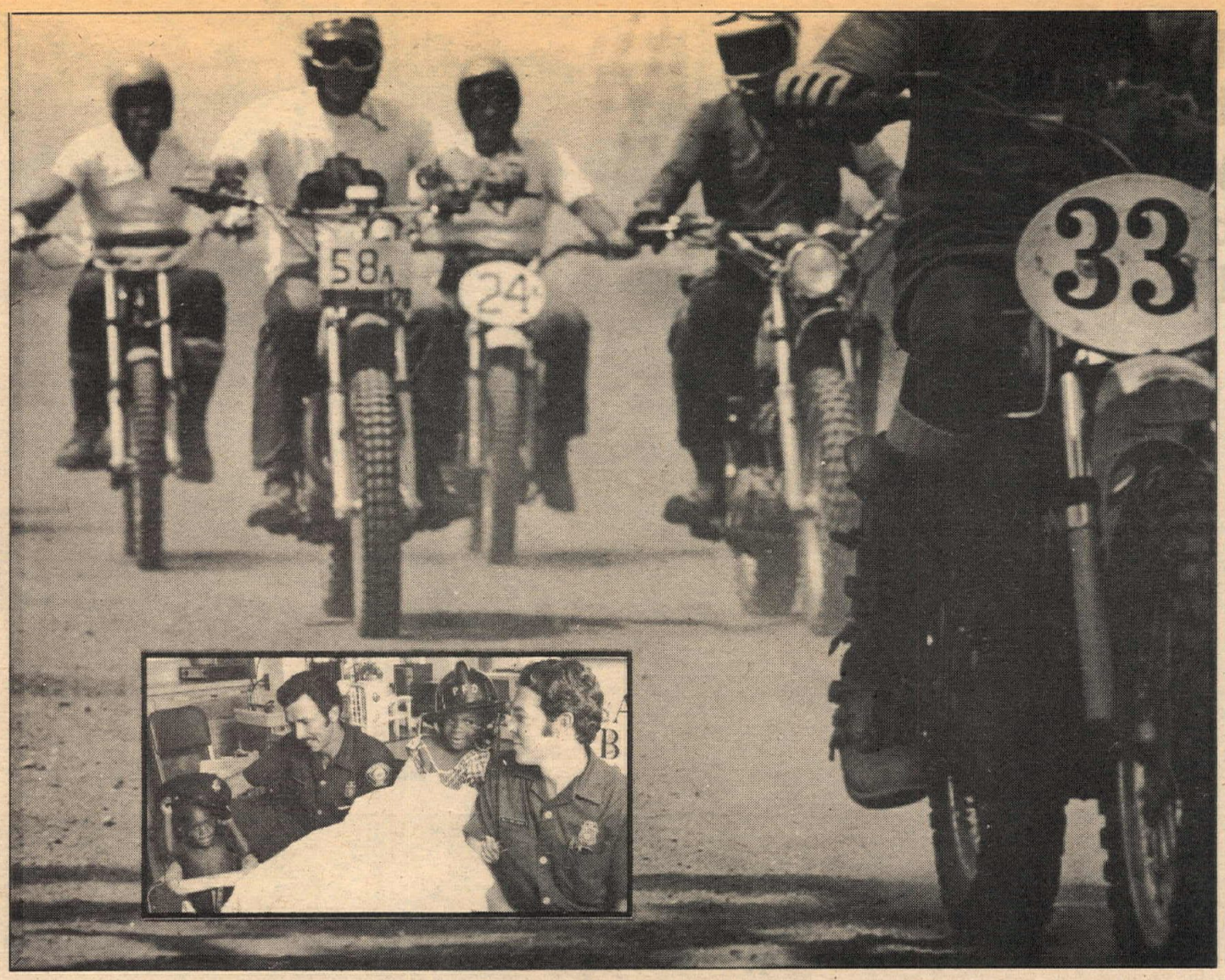
BURAK BYE-PRODUCTS
15170 Raymer St. • Van Nuys, CA (213) 780-1768

BODY BELTS
Support and comfort are essential when you're racing or playing hard. That's why pro's as well as amateurs choose our kidney support belt. Nylon-backed foam neoprene rubber with vinyl outer side in 28-44 sizes, just $12.95 at leading dealers nationwide. Write for our catalog. Free!

ANGRA Corporation
P. O. BOX 891
EL SEGUNDO
CALIF. 90245

KNOWN FOR TOP QUALITY AT COMPETITIVE PRICES
SALES-SERVICE-PARTS
Salem's Motorcycles, Inc.
3839 N. 7th St., Phoenix, AZ 85014
602-265-7977

Find it fast in the Cycle News Dealer and Services Directory



Using their favorite hobby to help burn victims was a natural for the Pasadena, California fire fighters.

Hook and Ladder Enduro preview:

A good time enduro for something serious

By Jim LaClair

Remember the last time you burned yourself, on a stove, exhaust pipe, or something like that? That little burn stung like hell, and all you got for your suffering was a minute blister that for a few days after, nagged you like an old housewife.

These guys are determined to make their tax-deductible enduro work. You can help a great cause and have fun as well by entering.

Now, try to imagine a large portion of your body burned to a crisp. Hard to imagine? Nothing can compare with a burn for sheer agony. Many patients die because there's a lack of money to buy the all too expensive life saving burn-treatment equipment.

Now motorcycling citizens can do something about it, and have fun, too. What? Read that last sentence again. That's right, the Woman's Auxiliary of the Pasadena Fire Department is putting on a family enduro, with all proceeds going to the Los Angeles County USC Burn Center. Yours, mine, and all the rest of the tax-deductible entries will be going to the Burn Ward, benefiting the entire community. (There's always that chance, even though remote, that someone you know and love could be involved with fire.)

To do something good and have fun at it, all you have to do is enter the enduro. For $8.50 (tax deductible) you get an enduro October 27, fun, challenging, with many surprises on the course, and 100% trophies for under 16 minis, and 20% for all the rest; a fabulous trophy presentation worth the price of the entry alone. Returning from his Gold-medal ride in the Six Days Trial, Malcolm Smith will co-host the ceremonies. Plus there will be free beer and coke, prizes drawn and given to enduro entrants present.

Here's a fire department putting on a motorcycle event from which everyone can benefit, motorcyclist, fireman, and citizen. Entries are tax deductible. For information about the race call (213) 287-4471. •

This time you'll be able to see... Who's com-

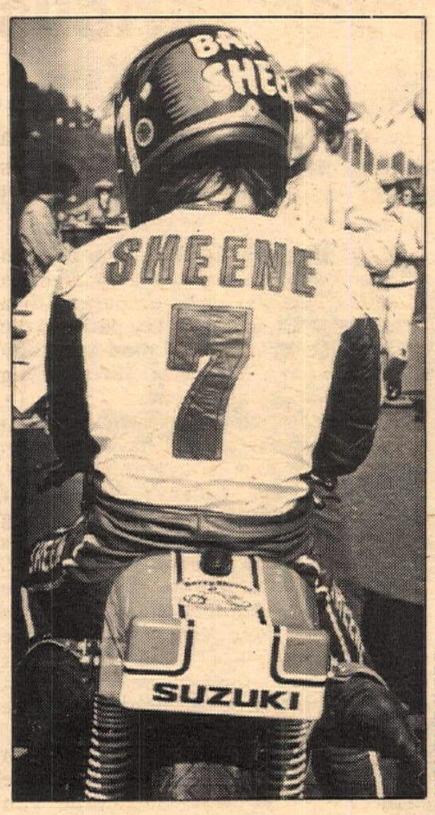
Racers from all over the planet have signed up for the Champion Spark Plug Motorcycle Classics at Ontario Motor Speedway in Ontario, California the weekend of October 5 and 6. Scanning the entry list is like reading a who's who of motorcycle road racing throughout the world, and spectators will be able to get close to the track to see the action thanks to new promoters.

AMA Grand National Champion Ken Roberts, 22, heads up the list on a potent Yamaha TZ 700 water-cooled four. Fresh from running away from everyone in the Race of the Year at Mallory Park, England only to have his rain tires start chunking when the rain stopped and forced him to quit. Roberts is looking to annihilate the field once more. This time it will be home in the USA, on a new version of an old course and a fatter field, but that shouldn't slow Ken. At the time he retired from the Race of the Year, Roberts had already pulled such a giant lead on 13 time World Champion Giacomo Agostini (Yam) that Agostini, who has beaten Roberts twice, went home in disgust without completing the race. After Roberts was out, Barry Sheene (Suz) went on to win, narrowly beating teammate Paul Smart (Suz), who crashed into the wall in the last turn of the race and was seriously injured.

Sheene will be in America for the Ontario race, as well as Teuvo "Teppi" Lansivouri (Yam), Agostini, Yvon DuHamel (Kaw), Don Castro (Yam), Gene Romero (Yam), Gary Scott (H-D), Art Baumann (Kaw), and Cliff Carr (Suz). Lansivouri's from Finland, Agostini from Italy, DuHamel from Canada, and Carr for England. Also present will be Greg Hansford, Warren Willing, and Trevor Wood from Australia, John Boote from New Zealand, and Hansueli Rothermann from Switzerland.

All the best will be there. Will you?

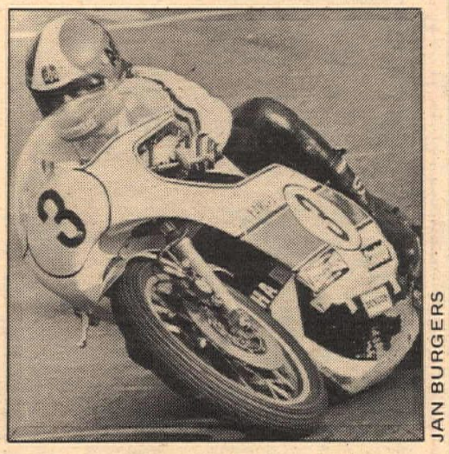
Expert



JAN BURGERS

Fresh from a prestigious overseas win, Britain's Barry Sheene aboard a 750cc Suzuki poses the latest European threat to U.S. motorcycle racers. The $50,000 Champion Classic has yet to be won by an American and Sheene, a 24-year old long-haired Cockney with a playboy reputation, intends to continue the foreign dominance.

American champ Ken Roberts will face off once again with Giacomo Agostini at the Champion Spark Plug Motorcycle Classics. Roberts leans his factory Yamaha over so far in the corners that his knees frequently touch the pavement. "I usually finish a race with my knees bleeding, or at least with holes ground through my leathers."



JAN BURGERS

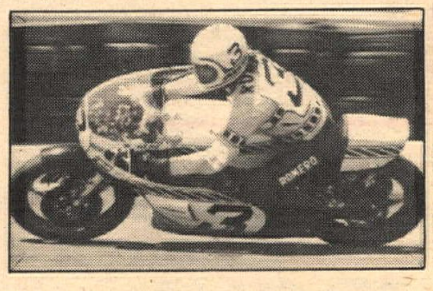
Agostini, World Champion 13 times and 12 years older than Roberts, will attempt to beat Roberts for the third time. Right now, the score is Ago two, Kenny one. Ontario's altered track will be a great equalizer, and spectators should be able to really see who's best at the October 6 Expert race, which starts at 1:30 p.m.

JOHN ULRICH

Cliff Carr could be surprising this time at the Big O.

JAN BURGERS

Teuvo Lansivuori, one of a new breed of terribly fast Finns, will be at Ontario also. The flying Finn is one fast dude. Here he leads MV teamster Bonera in a European 500cc match.



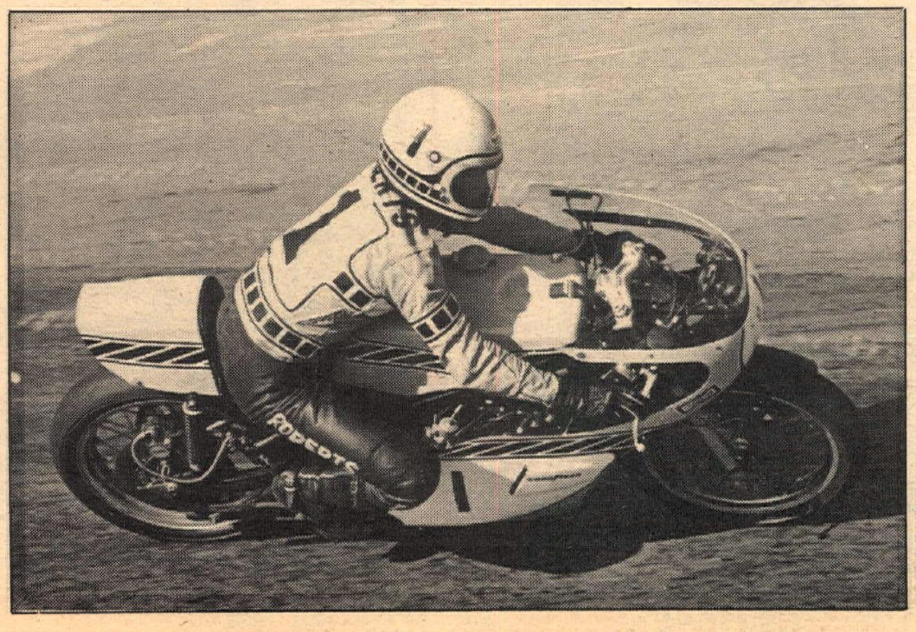
JOHN ULRICH

"I think it would scare me to have a speedometer on a motorcycle anymore," says Gene Romero, who expects to be clocking 180 MPH at Ontario. "A bike like my Yamaha TZ700 is so fast," Romero says, "that it'll wear you out. You've got to hold on to the thing, and when you accelerate in a corner you can feel the back tire starting to skid."

Novice

DALE BROWN

Skip Aksland ran away with the Laguna Seca National Novice class in July, and will be looking to do it again at Ontario. Here Skip gasses it up onto the Ontario oval during a 250 GP race held there by the AFM September 8. Only Expert Ron Pierce beat him that day, and Aksland's speed and experience should pay off come the Novice race.



ART FRIEDMAN

Junior

Pat Hennen took his Yamaha to the checkered flag first at Laguna Seca in

ing to Ontario

JOHN ULRICH

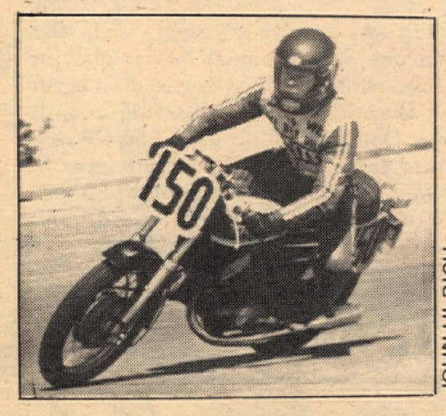
Combined

With Gary Scott (H-D) expected to start Ontario despite an injurious crash at the Talladega National, Ken Roberts might just go away and hide in the Combined. He did it in spite of Scott's heat race lead at Laguna Seca (shown here), but DuHamel and a host of others could alter history in the Lightweight Junior/Expert Combined race.

the Junior Final. Ontario is right in Pat's bike's backyard — his sponsor's shop in Riverside is a scant twenty minutes away.

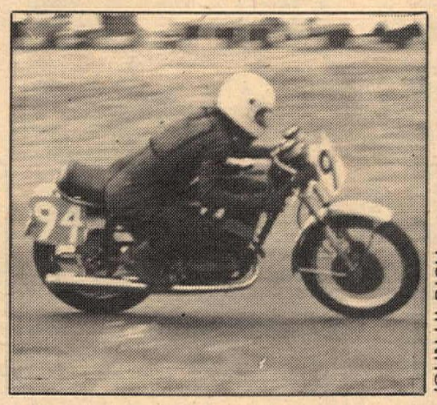
LANE CAMPBELL

Lightweight Prod.

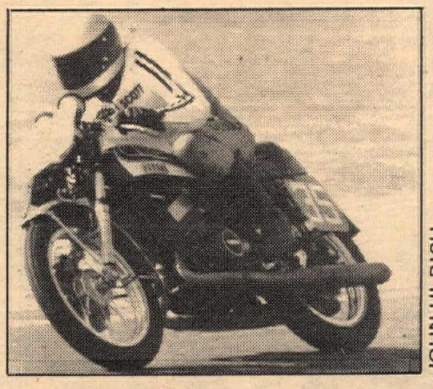


JOHN ULRICH

(Above) Wes Cooley (Yam) won the Lightweight Production race at Laguna Seca after Bob Tigert (Below) threw away his Harry Hunt Yamaha in the last turn of the last lap. Both Cooley and Tigert will be back battling at the Ontario-Motor-Speedway-held Championship Spark Plug Motorcycle Classics, along with Tigert's club-race nemisis, Scott Clough (Yam).



JOHN ULRICH



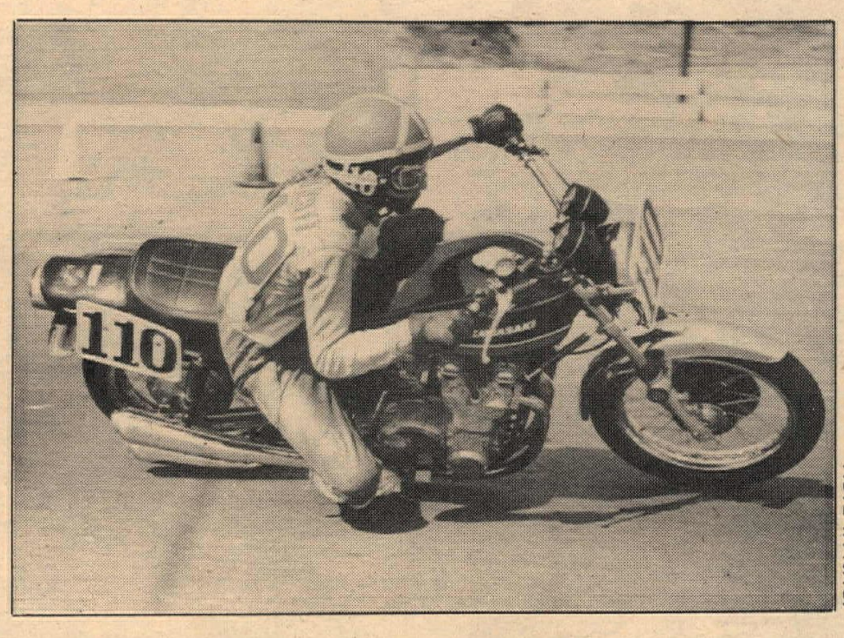
JOHN ULRICH

Tigert and Clough (Above) always put on a good show. Bob won when they met in Portland for a $1,000 Oregon Motorcycle Road Racing Association race, and Scott won an AFM race September 8 running the same course as the National will use. With experience on the shortened course and probably the fastest 350 in the field, Clough is a good bet to win — unless someone else gets more motor in a hurry. Then again, Tip McPartland (Kaw) might be a spoiler.

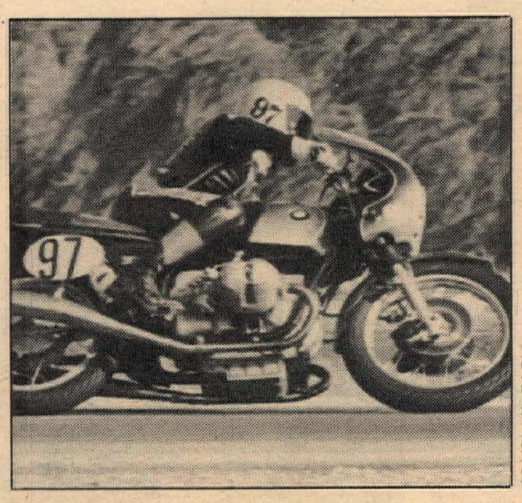
Heavyweight Prod.

JOHN ULRICH

Ontario's Heavyweight Production race will feature some of the real "heavyweights" of AMA Production racing. Here (above) at Laguna Seca, Steve McLaughlin (Kaw) leads Yvon DuHamel (Kaw 17) and Reg Pridmore (BMW 63) through turn seven of the first Open Production lap. They'll all be back together on the tarmac for Ontario, racing at 4:30 p.m. Saturday October 5. Joining the bunch will be other fast dudes like Bob Endicott (Kaw 110), Ron Pierce (BMW 97), Art Baumann (Kaw), Marty Lunde (BMW), Dale Alexander (Kaw), Fred Walti (Kaw), and Ed Unini (Hon). Pridmore (Below right), whose lines at Laguna were praised by DuHamel, could very well win it.



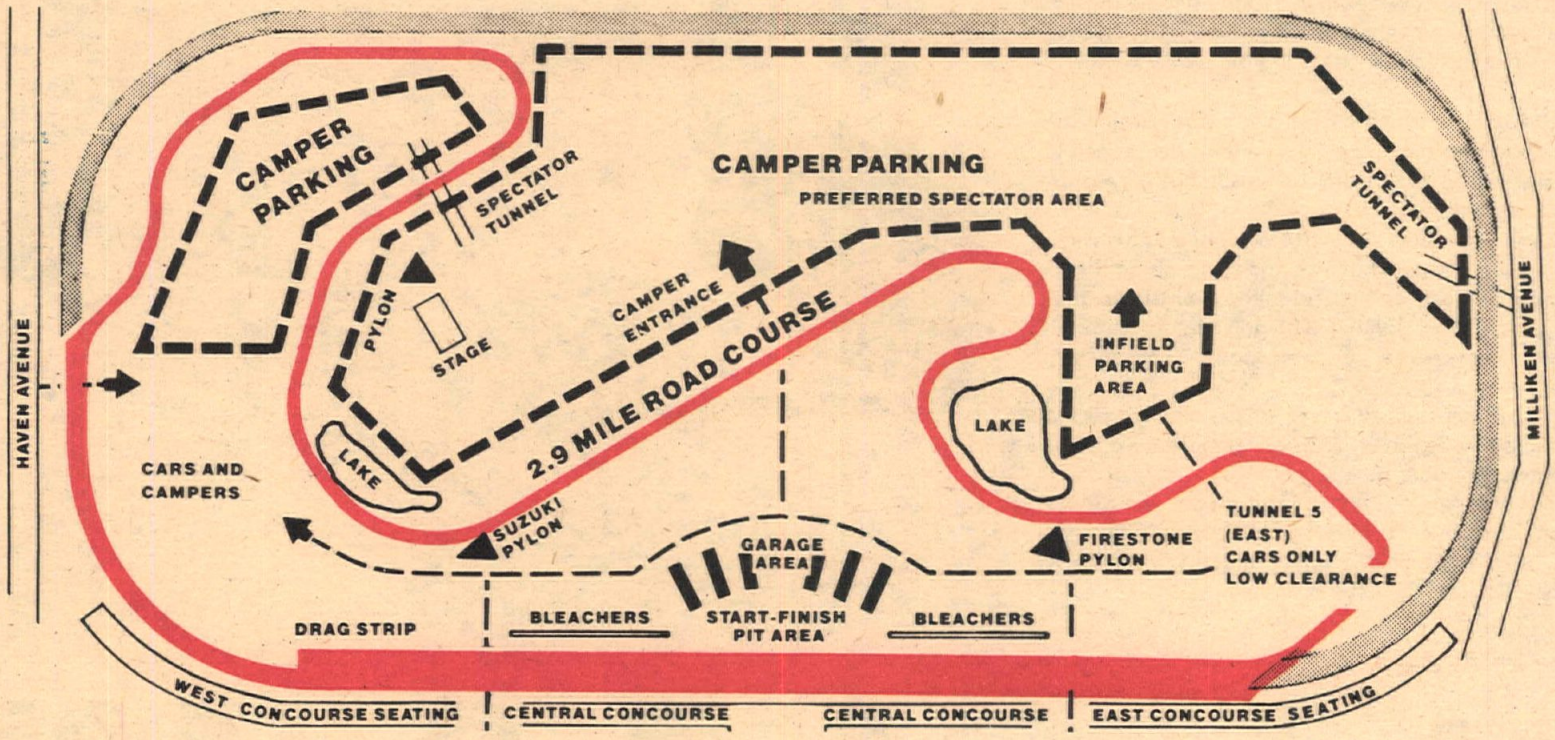
JOHN ULRICH



JOHN ULRICH

JOHN ULRICH

The Champion Spark Plug Motorcycle Classic at Ontario Oct. 4, 5, 6



THE RACE

THE CHAMPION SPARK PLUG MOTORCYCLE CLASSIC. Two gruelling 100-mile races back to back, with only a brief 45-minute interval in between for riders to get their breath and for mechanics to prepare their motorcycles for the second race.

THE TRACK

Ontario Motor Speedway. For the first time, the West's richest motorcycle road race, with over $50,000 total purse at stake, will be run counter-clockwise on a new 2.9 mile road race track at the famous Ontario Motor Speedway.

In an effort to make the close exciting action more visible to the spectators, access to the infield turns will be increased as much as possible to accommodate the more ardent fans who don't want to sit in a grandstand.

For the first time at this race, infield camper parking will be permitted on Saturday night, allowing people to get a much closer look at Sunday's action. Some of the more interesting places are in the camping areas which are marked on the diagram. The infield is very accessible by means of the tunnels around the track, and it is possible, during the course of the race, to watch from several different locations which are easily and quickly accessible by vehicle. For spectators who wish to sit in the grandstands, the same General Admission ticket is still good, except in the Victory Circle grandstand.

THE ENTRY

Your first chance on the West Coast to see 13-time World Champion, **GIACOMO AGOSTINI** of Italy on the European Team Yamaha, battling wheel-to-wheel with American Champion, **KENNY ROBERTS**. Don't miss the third meeting between these two great riders. The score so far after Daytona, Florida and Imola, Italy, is 2-0 to Agostini, and you can be sure that Roberts will be out to make this 2-1. Agostini will be joined by teammate **"TEPPI" LANSIVUORI** of Finland on the Dutch based factory Yamahas. **BARRY SHEENE, PAUL SMART and CLIFF CARR** of England will be on their factory Suzukis. **YVON DuHAMEL**, Canada, on his factory Kawasaki, plus **JOHN BOOTE** of New Zealand on the Team Levi Yamaha, and **DALE WYLIE** of New Zealand will join his countrymen along with **WARREN WILLING and TREVOR WOOD** of Australia. The best American riders will be on hand also, attempting to win part of the big purse.

ONTARIO MOTOR SPEEDWAY

Trippe Cox Associates Inc.
SPEEDWAY BOX OFFICE, 3901 East G. Street
Ontario, CA 91764 CN 5
For information phone (714) 984-2255 or (714) 949-8761

CHAMPION

Tickets also available at Ticketron and all Liberty and Mutual agencies

$1,000 bonus added to purse

The announcement by L & M Cigarettes that it will offer $1,000 and Wide Open Trophy over and above the regular $50,000 purse to the outstanding performer from the October 6, Champion Spark Plug Motorcycle Classic at Ontario Motor Speedway, already has observers pointing to a likely recipient.

He is 34 year-old Yvon DuHamel, the astonishing French Canadian who has either won or crashed in all three previous Champion races.

DuHamel arrives at Ontario as defending race champion following his crushing double victory of 1973. He is the captain of Team Kawasaki.

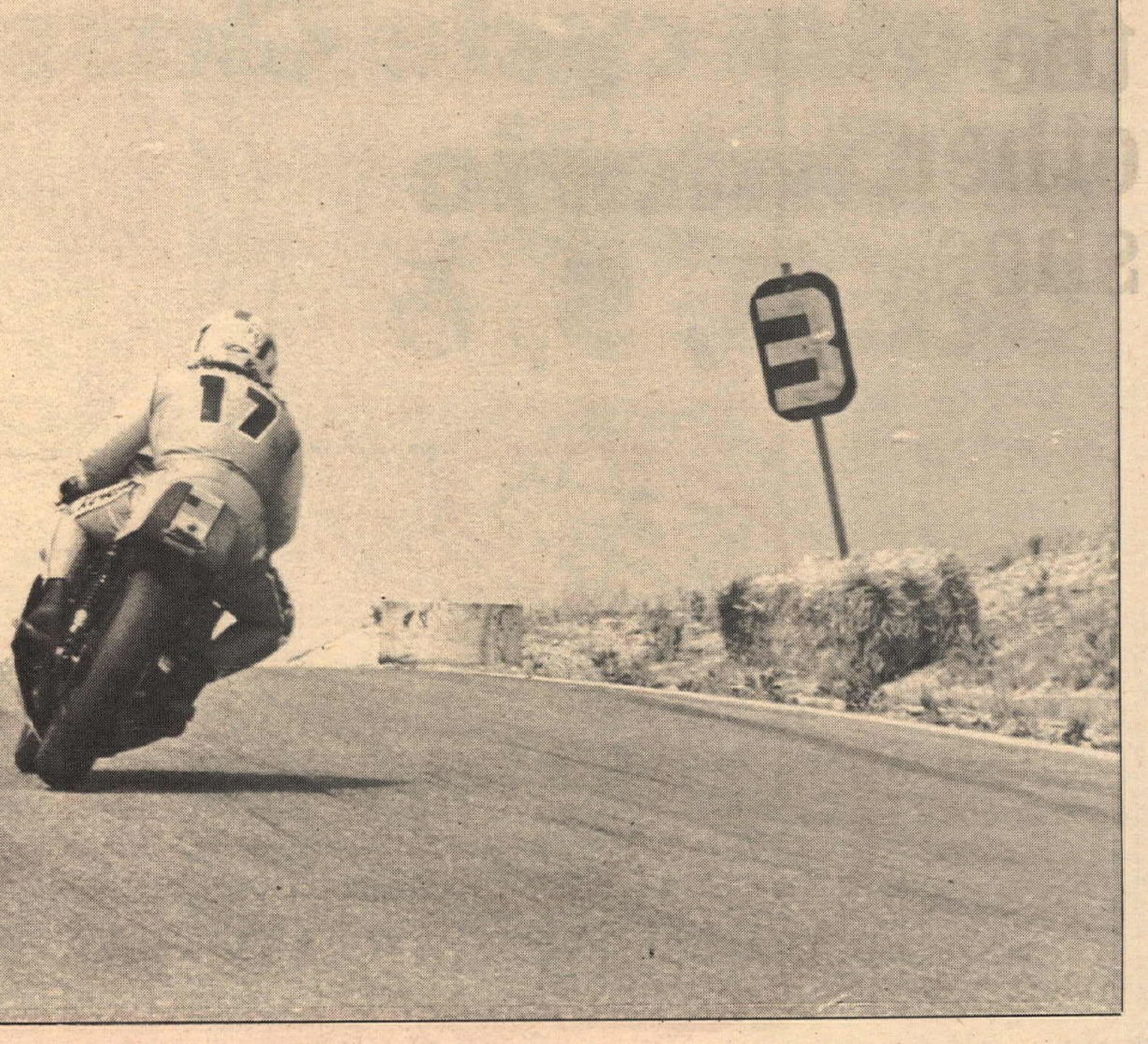
Winner of the L & M Wide Open Trophy will be the rider who, in the judgement of the attending press, puts up the best overall racing performance during the two 100-mile heats.

During the 1971 innaugural race, Yvon was running with the leaders when he struck an oil slick and spilled at nearly 120 MPH. He walked away from the wreck, but his motorcycle was demolished.

In 1972, making a slow start, DuHamel blazed his way past fifty riders in a handful of laps and was nearing the lead when he again lost control and sailed over the handlebars, landing on and breaking an elbow. He later resumed racing, broken elbow and all, but was too far behind to be competitive.

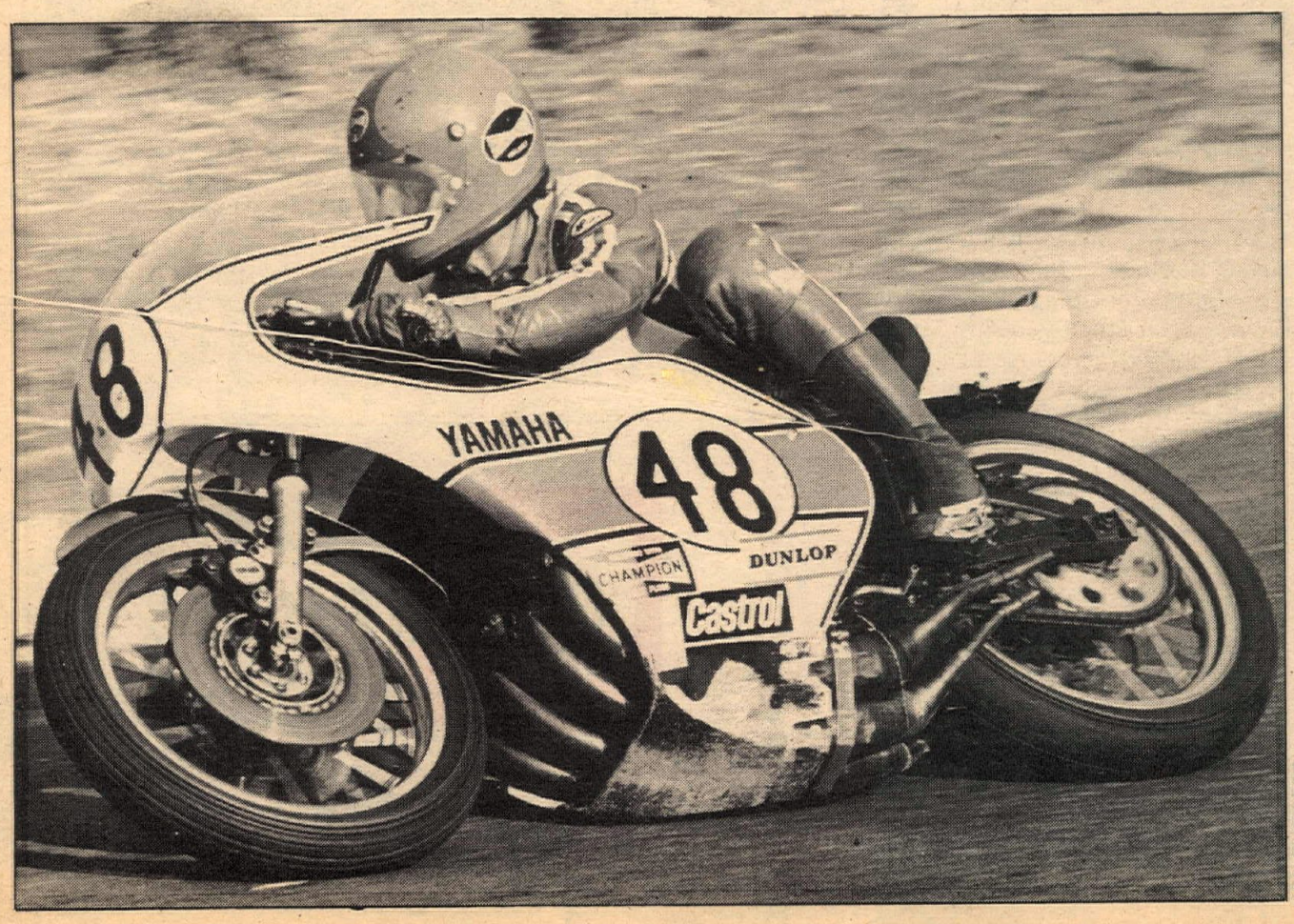
Last year DuHamel stayed on his wheels all afternoon and won at an average speed of 89 MPH. That is the record he will be trying to beat October 6.

DuHamel's best racing finish so far this year was a close second behind United States Champion Kenny Roberts last July at Monterey, California. Yvon rode daringly despite a badly mutilated hand from an earlier spill.



JOHN ULRICH

October 4,5,6, 1974



JAN BURGERS

Schedule

Friday, October 4

1:00 p.m. Practice

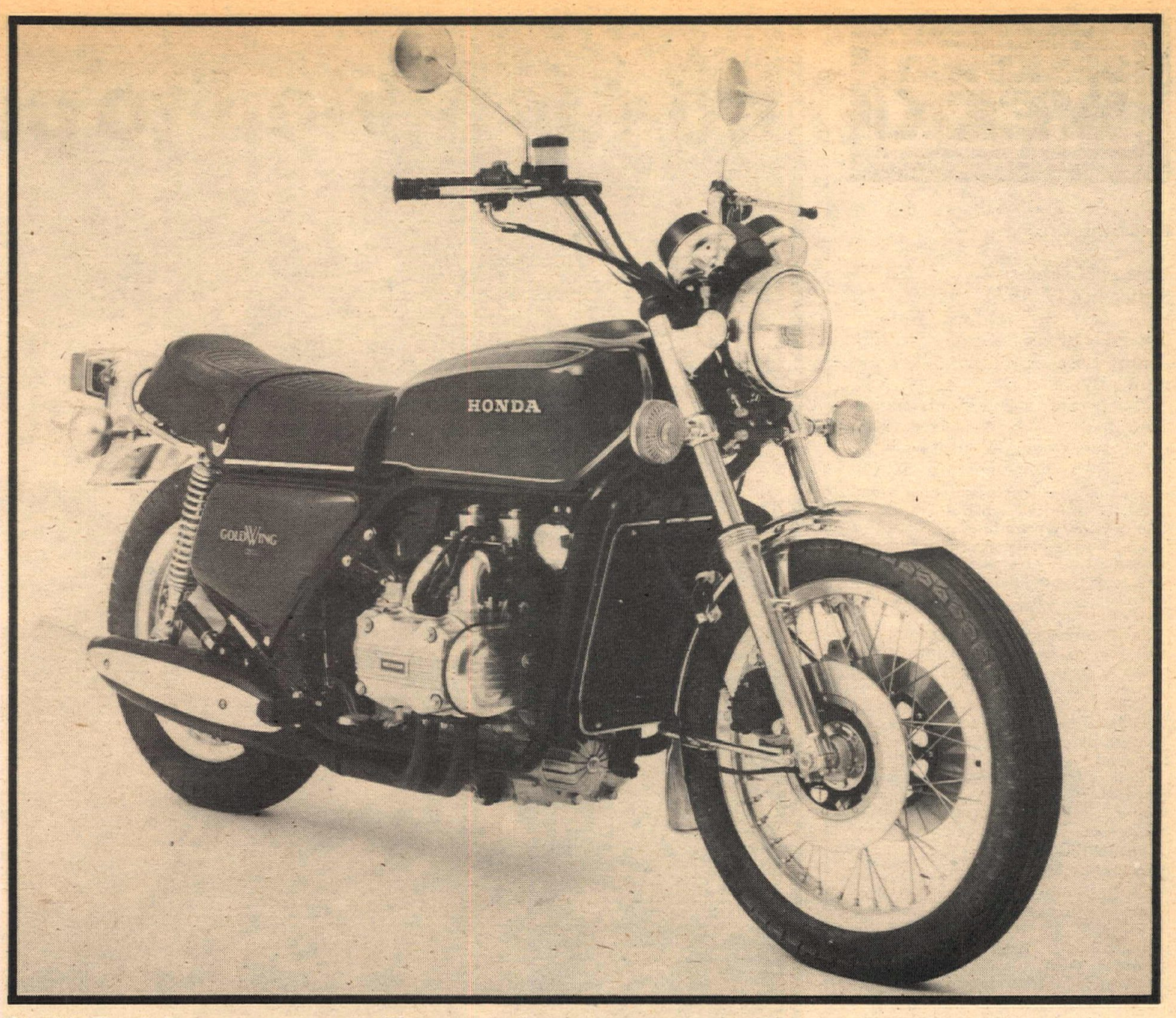
Saturday, October 5

8:30 a.m. Practice
10:20 a.m. 1st Ex-Jr 5 Lap Qualifying Race
10:40 a.m. 2nd Ex-Jr 5 Lap Qualifying Race
11:00 a.m. 1st Nov 5 Lap Qualifying Race
11:25 a.m. 2nd Nov 5 Lap Qualifying Race
11:45 a.m. 1st Jr 5 Lap Qualifying Race
12:05 p.m. 2nd Jr 5 Lap Qualifying Race
12:25 p.m. 1st Ex 5 Lap Qualifying Race
12:45 p.m. 2nd Ex 5 Lap Qualifying Race
2:00 p.m. 50 MILE NOV FINAL (18 laps)
3:00 p.m. 50 MILE EX-JR FINAL (18 laps)
4:00 p.m. 30 MILE LTWT. PRODUCTION RACE (11 laps)
4:30 p.m. 40 MILE HVYWT. PRODUCTION RACE (14 laps)

Sunday, October 6

8:00 a.m. Spectator Gates Open
10:30 a.m. Ex-Jr Practice
Noon 50 MILE JR RACE
1:00 p.m. Opening Ceremonies
1:30 p.m. **1st 100 MILE EX RACE**
3:00 p.m. HALF-TIME SHOWS
3:45 p.m. **2nd 125 MILE EX RACE**
5:30 p.m. APPROX. RACE FINISH

Honda drops the other shoe



Here it is. Though there were enough new detail features to inspire a dozen detail pictures, one big picture will have to do for now. The GL1000, called "Gold Wing" back home in Japan.

LAS VEGAS, NEV., SEPT. 19

American Honda ended months of rumors by formally introducing the GL1000 tourer at their dealers preview meeting. It's a shaft-drive, water-cooled flat four of 1000cc displacement. The engine is fed by four constant velocity carburetors and requires a fuel pump (driven off the rear of the right cam) to draw lead-free gasoline from the under-seat tank. The lubrication system is wet sump type. A single overhead cam per bank allows a 9000 RPM redline. Braking is all disc (two front, one rear) and idiot lights abound on the instrument cluster.

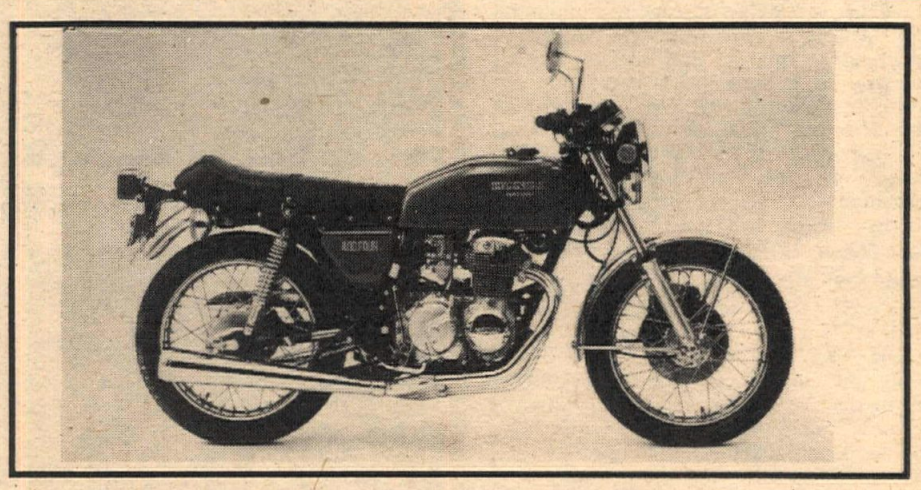
The false fuel tank is a cargo trunk, with a lockable lid that incorporates the fuel gauge. One side panel falls away to reveal all the electrics. The other conceals an "emergency use" kickstarter. (Shades of the older VWs that came with an engine crank.) An electric fan is thermostatically operated to draw air through the radiator if necessary.

Two more new-for-'75 road bikes are progressions on prior models. The CB400F is a cafe racer progression on the 350 Four with a 3mm larger bore, factory four-into-one exhaust, low bars and six-speed gearbox. Footpegs have been drawn back and raised slightly, also the free-valve forks have been carried over from the larger Honda fours. Claimed dry weight is 373 pounds, the same as the 350 Four.

Honda has dropped CB and CL versions of the DOHC 450 in favor of the CB500T with bore/stroke of 70 x 64.8mm. With this model they've combined a rich metallic brown paint scheme with a tan leather seat, attempting to capture the flavor of classic English sedans in a motorcycle "designed for (an) experienced to expert rider of medium to large stature." Dry weight is a claimed 425 pounds.

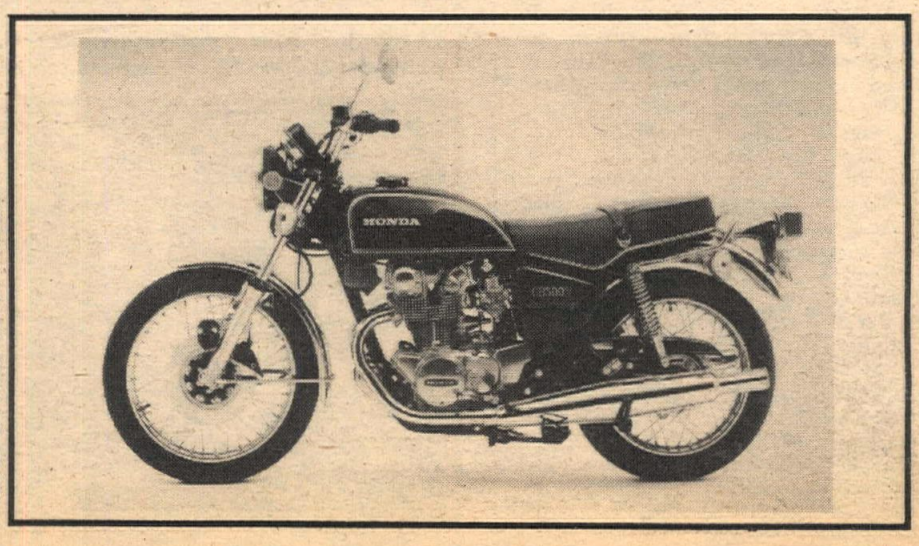
A safety feature that will carry across the road models is a special flexible rubber tip attached to the sidestand, which will drag the ground and pop the sidestand up should the owner forget to raise it after leaving the curb. Automatic "headlight on" switchgear is ready to meet coming Federal standards. Also on the horizon is crankcase vapor recirculation gear.

Though Honda expects to increase their motocross presence next year, they are largely standing pat on their dirt models. The XL250 and XL350 receive a new black/red paint scheme to make them appear slimmer, and the two new dirt models (the TL250 trialer and the MR175 enduro) are scheduled for release later this year. •



Superbike of the cafe gender, or Sunset Strip showboat? Hopefully, we'll be among the first to find out.

Honda tears a page from Detroit's casebook: Take a reasonably successful mid-size, mid-price machine and hawk it as a "luxury" item. Visual package exudes class, fairly large balance pipe exhaust resonator smooths out the audio.



PHOTOS BY AMERICAN HONDA

SPEEDWAY WEEK

By Dennis Greene

Ventura, California
September 17, 1974

With the U.S. Speedway National just six weeks away, Ventura played host to the second round of qualifying.

There are four rounds in all. The first was held at Irwindale three weeks back. Ventura will be followed by Sacramento at Cal Expo, then the fourth and final round at the site of the Nationals, Costa Mesa's Orange County Fairgrounds.

Dan Becker had a near perfect round scoring 14 out of a possible 15 points. This, along with his nine points from Irwindale, puts him in the finals with a total of 23 points.

Scott Sivadge and Dubb Ferrell tied at 13 points each. Scott earned seven points at Irwindale, giving him a total of 20 and a seat in the finals.

Dubb earned only four points at Irwindale, and that, added to his 13 Ventura points, puts him at 17 and at this point that might make the cut.

Fourth for the night at Ventura was Steve Bast with 12 points. Added to his Irwindale nine that puts him at 21 points total.

Irwindale, California
September 19, 1974

A little over one month ago Brian Short won his first Handicap Main event at Irwindale. He had not set foot in the winner's circle again until this past Thursday night, again at Irwindale, where he held off a charging Billy Gray for the Handicap win.

Rounding out a full night of racing, Bill Cody won the Scratch Main event just ahead of Jeff Sexton, Rick Woods and Bruce Penhall. There were several spectacular 'get-offs' during the night due to a hole in turn four that carried several riders out to the wall on the front straight. Sonny Nutter was one of the victims who hit the wall and got dumped. Sonny's bike, now on its own, did a wheel stand and knocked Scott Sivadge into the wall. Luckily, both riders made it back to the pits under their own steam.

Costa Mesa, California
September 20, 1974

Steve Nutter was the superstar for the night. Not only did he not yield to the knocking around by Rick Woods, but he put him away in the Scratch Main in the best race in a month at that track. Last week Rick and Steve almost came to blows when they tangled two or three times with each rider taking a fall in the two mains. This past Friday night Woods put Nutter against the wall three times but Steve never lost his cool and earned a transfer to the Main where he did the big number for the first time this year.

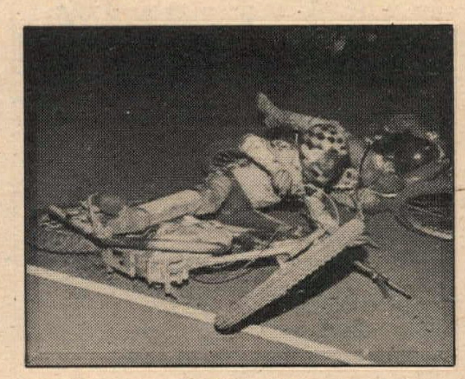
Bill Cody and Steve Bast missed getting into their main events due to bike failure. Steve has spent a small fortune in the past few weeks trying to get his mount ready for the final. He has suffered one problem after the other. First, he couldn't keep a tire on the rim, then magneto failures, dropping valves and sucking pistons. Finally, in desperation he bought a new bike. But even the new bike has gone sour, losing the piston Thursday night. Cody lost his chance to transfer when his rear wheel locked up and put him out. Cody has had more than his share of bad luck from flat tires in the past few weeks.

Ralph Castor took the Handicap Main as he was well out in front of Bruce Penhall. It was a runaway for the two as a traffic jam with Troy McKee, Dave Sims, Randy Marsh, and Bill Meister all trying to keep from finishing last slowed the pack. ●

Results in Results Section.

Sonny Nutter's bike took a mind of its own after hitting the hole in turn four at Irwindale. Look out, Scott Sivadge!

At Ventura, Bill Gray has the inside track on Steve Nutter and Butch Corder.



Bill Gray again at Costa Mesa, this time lying down on the job with Phill Moon.

How they look from outside at Irwindale: Larry Shaw leads Rick Woods and Mike Konle in handicap heat.

Brian Short, leading Les Chanky at Costa Mes
at Irwindale this week.

Berry's last lap coup

By Lane Campbell

GARDENA, CAL., SEPT. 20

It was a frustrating night for the girls (both of them) and a rewarding night for Junior Tom Berry, who came from a second row start to win the combined Junior/Expert Final under the white flag. Novice Dan McWhorter turned an expected confrontation with Steve Eklund into a runaway win.

For Novice Debbie Reon, it was an especially frustrating night, for she had served notice during her heat that with a strong bike under her, she could be a forceful, aggressive rider. Maybe too forceful, for apparently unaccustomed to the horsepower of her borrowed Yamaha twin, she nearly had to lay it down in the south turn to avoid running up Jim Wright's backside. She lost a position on that exchange, but on the next lap blew by two riders in one swoop to take second for a shot at the Novice Semi.

In the Semi, the jinx struck. Coming off the line, it felt as though the throttles were sticking. Deb blew a couple of shifts in a row, trailed the pack into the first corner, then with the throttles still intermittently sticking, dogged it out for a lack-luster finish.

Junior Diane Cox came down from Oregon lacking one point to make Expert this year. Unable to make the transfer out of her heat, she commented, "Boy, it seems harder with one point to go than it was with 40 to go." Her Dad, thinking about the coming Junior/Novice Invitational, was already voicing a few plans: "May try to trade motorcycles to get her a scooter that will run a little harder. It's a good TT thing, but it's not made to run with these kind of bikes . . . these guys really go."

In the Novice Main, Steve Eklund, choosing the outside pole, holeshot everybody for the dive into the south turn, but Dan McWhorter tucked under him and was already pulling away for an unchallenged lead as they went up the back straight. Murray Hoffman, after working in the hard way through the Semi, survived a place-swapping duel with Brian Garcia for third.

It took some jockeying and a recall by the starter to get the Trophy Dash off in good order, as an eager Rob Morrison managed to sneak in a semi-rolling start to beat everybody to the south turn. Tom White tried to lay a little surprise on Morrison on the last lap, but Rob spotted him in the north turn and out-powered him to the checker.

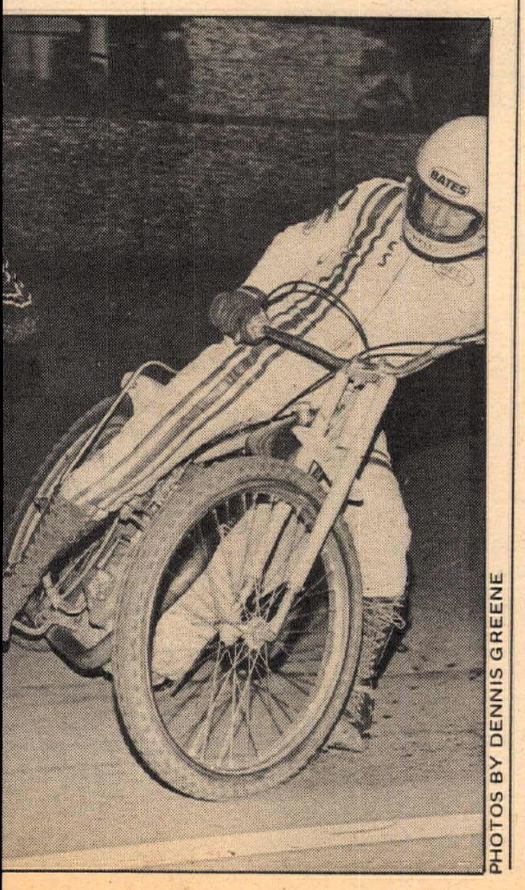
Morrison again dropped the hammer on everybody in the combined Main, and appeared to be running away with it as the rest of the field bunched up in a dogfight behind him. Juniors Walt Foster and Tom Berry were at it hammer and tongs for second in the opening laps, then Experts Tom White and Ron Powell inserted themselves into the melee. Morrison had strung out a 10-bike lead.

Foster dropped out on about the fifth lap and Berry started to worry at Powell from every direction. As their battle grew fiercer (sometimes two or three place swaps a lap) they drove up hard behind White. Berry got Powell bottled up behind White and blew by outside both of them on the back straight.

Now all three were closing Morrison, reeling him in lap by lap as Powell managed to get under White and stay ahead for third. When the white flag came out, Berry was right on Morrison's tail with Powell becoming a threat. Berry started to go inside on the south turn, sensed Powell's presence and instead dragged the outside cushion to get a power drive down the back straight.

The move worked, for Berry and Powell blew by Morrison on either side with Berry better seated for the north turn. His momentum carried him first to the finish. •

got an overdue Handicap win



PHOTOS BY DENNIS GREENE

Recommended reading from Cycle News Products

ORDER THESE BOOKS

How to Win Motocross

Tells you everything taught in Gary Bailey's racing schools. Answers all the questions about equipment, starts, corners and rough stuff, whoops and downhills, mud and passing, and expert tricks. A great confidence-builder. **$6**

Motorcycle tuning for performance

176 up-to-date pages, over 300 illustrations showing how to get the maximum speed, torque and gearing out of your present setup. Also advice on trick modifications. This books plus your owner's manual is all you need to go fast. **$6**

The Boonie Book

New, second edition explains how to ride the dirt, make your bike work for you, tricks of maintenance, safety and what to do for many happy tankfuls of trail riding joy. Covers everything except ecology. **$6**

How to ride Observed Trials

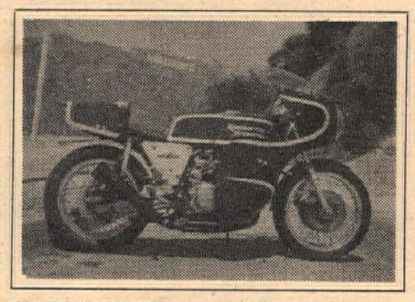
Read this book and refer to it for everything needed to excel and have fun in the "ride anywhere" sport of trials. Riding techniques, bike modifications, organizing trials, rules, charts, everything. **$6**

Escape by Trail Bike

Absolutely the finest book on off-road motorcycle riding techniques ever offered. Bill Brokaw, Expert rider, tells how to ride the hard stuff, easy. Illustrated, latest edition.

only $3.75

HANGUPS - GUARANTEED



CAFE HONDA with Hollywood hills signs in background. 1½ x 2', full color, matte finish. Mailed in tube. **$2.75**

SPEEDWAY – U.S. vs. Britain in full color. Matte finish, 1½ x 2' size. Mailed in tube. **$2.75**

Mail order is fun. Send check or money order to
Cycle News Products, Box 498, Long Beach, CA 90801

RUSH ORDER BLANK

Please rush me the items I have checked below. I am enclosing a check or money order for total price plus 50 cents shipping. (California residents please add 6% sales tax.)

[ ] How to Win Motocross $6.00
[ ] Motorcycle tuning for performance 6.00
[ ] The Boonie Book 6.00
[ ] How to ride Observed Trials 6.00
[ ] Escape by Trail Bike 3.75
[ ] Cafe Honda poster 2.75
[ ] Speedway Championship poster 2.75

Name _____

Address _____

City _____ State _____ Zip _____

Allow 3 weeks for delivery.
ADDRESS:
Cycle News Products, Box 498, Long Beach, CA 90801

RUSH RUSH RUSH

RESULTS

I.T.A. Trials
Saddleback Pk.
Orange, Calif.
Sept. 8, 1974

SUPPORT	
Greg Lersch •	Bul
AM	
Paul Williams	Bul
Harold Rich	Bul
Jerry Wieneck	Bul
NOV	
Josef Magenheim	Mon
Skip Keeley	Bul
John Hawley	Bul
BEG	
John Gates	Oss
Chuck Johnston	Bul
Mark Smith	Bul

Short Track
Corona Rcwy.
Corona, Calif.
Sept. 11, 1974
by Tom Blattler

MINI	
Shanon Shamblin	Tac
Bob Root	Hon
Jimmy Lucero	Tac
PEE WEE MINICYCLE	
Dean Albin	Kaw
Mike Albin	Kaw
Rick Shotwell	Kaw
AM MINICYCLE	
Ray Lovell	Hon
Shelby Shamblin	Hon
Shawn Richey	Hon
EX MINICYCLE	
Marty Jamerson	Hon
David DeTemple	Hon
Buddy Crisp	Hon
100 NOV	
Rick LeWay	Yam
Carl Whitt	Yam
Eddie Drake	Kaw
125 NOV	
Joe Nichus	Yam
Gary Nelson	Hon
Eddie Drake	Hon
125 EX	
Wayne Rainey	Hon
Gordie Kidd	Yam
Mike Tidwell	Yam
250 NOV	
Don Snyder	Hon
Doug Davenport	Yam
Dan Rees	Bul
250 EX	
Mike Tidwell	Yam
Rich Warren	Bul
Eddie Lawson	Yam
OPEN NOV	
Larry Lambert	Yam
Steve Wybener	Kaw
Jim Redding	Yam
OPEN EX	
Terry Griner	Yam
Steve Lyons	BSA
Dean Sykes	Kaw

Half-Mile
Corona Rcwy.
Corona, Calif.
Sept. 11, 1974
by Tom Blattler

MINIBIKE	
Dean Albin	Kaw
Mike Albin	Kaw
Ricky Shotwell	Kaw
PEE WEE MINICYCLE	
Shanon Shamblin	Kaw
Bob Root	Hon
Jimmy Lucero	Tac
AM MINICYCLE	
Ray Lovell	Hon
Randy Bennett	Hon
Shelby Shamblin	Kaw
EX MINICYCLE	
Fred Conover	Kaw
Marty Jamerson	Hon
David DeTemple	Hon
100 NOV	
David Waples	Kaw
Eddie Drake	Kaw
Shawn Richey	Kaw
125 NOV	
Eddie Drake	Hon
Gary Nelson	Hon
Stan Kinsey	Yam
125 EX	
Wayne Rainey	Hon
Mike Tidwell	YZ
Gordie Kidd	Yam
250 NOV	
Doug Davenport	Yam
Don Snyder	Hon
Mark Henry	Kaw
250 AM	
Eddie Beeson	Yam
Greg Zehner	Yam
Dewey Seaver	Yam
250 EX	
Steve Fortune	Yam
Mike Tidwell	YZ
Terry Statum	Yam
OPEN NOV	
Larry Lambert	Kaw
Derik Katanic	Kaw
Dennis Aguirre	Kaw
OPEN EX	
Chris Smith	Tri
Terry Griner	Yam
Nick Voge	Tri

CMC Short Track
Chico, Calif.
Sept. 14, 1974
by Rex Backman

100 NOV	
Ken Gray	Hon
Dan Fowler	Yam
John Sudburry	Yam
125 NOV	
James Hanks	Suz
Craig Jackson	Bul
Dave Upton	Hon
175 NOV	
Matt Braswell	Yam
Mike McKee	Yam
200 NOV	
Randy Freeman	Bul
Jon Stidman	Bul
250 NOV	
Paul Meyer	Cop
Mike Hall	Bul
Bruce Knight	Bul
200 JR	
John Williams	Bul
Loy Gordon	Bul
250 JR	
Robin Hill	Bul
Bill Zirkle	Yam
Mike Freeman	Bul
250 EX	
Cliff Hylton	Yam
Shane Scott	Yam
Jim Hubbard	Yam
360 EX	
Steve Dietz	Bul
Lowell Moural	Yam
Kurt Fator	Bul
200 HANDICAP	
Randy Freeman	Bul
Cliff Hylton	Yam
Allan Jones	Bul
250 HANDICAP	
Bill Zirkle	Yam
Paul Meyer	Cop
Jim Hubbard	Yam

D-37 Motocross
Starters MC
Goleta, Calif.
Sept. 15, 1974
by Terry Ash

SIDEHACKS	
Ric Bell/ Tom Rudyard	Hon/ Wasp
Norbert Monohan/ Leon Van Orsdale	Wasp
POWDER PUFF	
Sue Fish	Hod
Cherry Stockton	Bul
Nancy Payne	Hon
125 JR	
Alan Delarge	YZ
Bob Wayne	Bul
William Lavorin	Pen
125 PIE PLATES	
Neil MacDonnell	Suz
George Galindo	Suz
Tommy Lopez	Hon
125 EX	
Randy Benda	Hon
Mike Welker	Mnk
Rocky Jones	Hon
250 JR	
Ron Cardoza	Hon
Tim Welker	YZ
Roger Eggers	CZ
250 PIE PLATES	
Mark Mansfield	Hus
Manny Angulo	CZ
Don Bolduc	CZ
250 EX	
Fred Joencke	Bul
Nate Sciacqua	Yam
250 AM	
Dan Waller	Bul
John Foureroy	Bul
OPEN JR	
Danny Martin	CZ
Frank Granger	Yam
OPEN EX	
Mike Hannon	Bul
Jim Connolly	Bul

AMA Regional
Championship
Point Standings
Thru Sept. 8, 1974

ATLANTIC REGION	
EX	
William Eves	Tri 523
Bill Schaeffer	Yam 390
Hank Scott	H-D 305
Dave Sehl	H-D 290
Dennis Palmgren	H-D 275
Dennis Varnes	Yam 229
Steve Dalgarno	Yam 203
Geo. Richtmeyer	BSA 189
John Goad	H-D 165
William Labrie	Yam 150
JR	
Greg Sassaman	H-D 600
Scott Rader	H-D 458
Jay Ridgeway	Yam 333
Steve Weber	BSA 200
Carlton B. Lowe	BSA 170
Louis Anderson	Yam 160
Larry Bleil	Yam 150
Edger Ingram	Yam/Tri 149
Gary Blackman	Yam 120
Howard Crews	Tri 105
NOV	
William Purvis	Kaw 628
Thomas Norris	Bul 375
Philip Roper	Yam 360
Leroy Roper	Yam 330
Dale Singleton	Kaw 310
Charles Scheper	Yam 245
Kevin Lambert	Yam 239
Clifford Guild	Bul 190
David Moody	Yam 168
Steve Anthony	Yam 120
Keith Williams	Bul 120
MIDWEST REGION	
EX	
Corky Keener	H-D 570
Randy Cleek	Yam 450
Rex Beauchamp	H-D 413
Mike Kidd	Tri/Bul 267
Buddy Powell	Yam 150
Darryl Hurst	Yam 149
Mike Caves	H-D 100
Terry Pletch	H-D 90
John Ellis	Tri 80
Robert E. Lee	Yam 80
Mike Gerald	Yam 67
JR	
Jay Springsteen	H-D 660
David Rush	Bul/Tri 500
Ken Springsteen	H-D 363
Guy McClure	Yam 284
Donald Doutre	Yam 156
Roger Scheffler	Tri 140
Charles Beusch	H-D 130
Danny Cartwright	Yam 120
Jim Collins	Tri 120
Steve Sherman	BSA 120
NOV	
Larry Beall	Yam 553
Steve Elo	Yam 519
Dan Burborow	Bul 320
Glen Falter	Bul 310
Gary Sugg	Bul 150
Floyd Wyatt	Yam 150
Thomas Grimes	Bul 120
Edward Morris	Yam 120
Dan Kirkland	Suz 100
John Johnson	Bul 80
PACIFIC REGION	
EX	
Mark Williams	Tri 660
Randy Skiver	Tri 450
Gary Scott	H-D 283
Charles Joyner	Tri 280
Charles Brown, Jr.	Yam 249
John Gennai	H-D 233
Mert Lawwill	H-D 230
Sonny Burres	Yam 153
Ike Reed	Tri 150
Gene Romero	Yam 150
JR	
Bruce Hanlon	H-D 390
D. Hendrickson	Tri 340
Don Smith	Tri 310
Wilbert Smith, Jr.	Tri 220
John Allison	Yam 160
Richard Cook	Tri 150
Randy Scism	Tri 150
Donald Dodge	Tri 135
Tony Nova	Yam 129
Tom Berry	Yam 120
Diane Cox	Tri 120
Tom Kopriva	120
Rich Kraft	Nor 120
NOV	
Mark Smith	Hon 537
Steven Toftdahl	Yam 280
Steve Eason	Bul 270
Daniel McWhorter	Mon 220
Brad Hurst	CZ 210
Delbert Spinney	Bul 189
Frank Wood	Bul 180
Rupert Dykstra	Bul 150
Doug Garrison	Yam 150
Robert Gore	Yam 135

Atlantis Pk. TT
Garden Grove, Calif.
Sept. 15, 1974
by Larry Lepley

PEE WEE BEG	
B. Palmer	Ind
T. Truman	MV
D. Schilling	Ind
PEE WEE BEG	
C. Hill	Ind
P. Brown	Ind
J. Rasumssen	MV
PEE WEE EX	
M. Healey	Ind
M. Legere	Ind
K. Kossuth	Ind
JR MINICYCLE	
P. Denis	Ind
R. Legere	Ind
M. Kealey	Hon
MINIBIKE	
J. Ronvan	Hon
R. Smith	Ind
C. Lepley	Tar
60 STOCK 6-8 YRS	
L. Snydal	Yam
R. Legere	Ind
M. Dunlap	Yam.
80 STOCK 6-8 YRS	
P. Denis	YZ
T. Brown	YZ
L. Snydal	Hon
60 STOCK 9-11	
E. Bridges	Yam
D. Shusta	Yam
D. Dove	Yam
80 STOCK 9-11	
R. Klatt	YZ
R. Denis	YZ
W. Kelly	Hon
80 STOCK 9-11	
B. Fountain	YZ
S. Storer	Hon
R. Sisk	Hon
80 STOCK	
12 & OVER	
G. Fountain	YZ
W. Lowe	YZ
J. Lepley	Mus
60 MOD 9-11	
B. Fountain	YZ
K. Stephenson	Hon
R. Denis	YZ
80 MOD 6-8	
T. Brown	YZ
P. Dennis	YZ
L. Snydal	Hon
80 MOD	
12 & OVER I	
J. Lepley	Mus
B. Jordan	Hon
T. Headley	Hon
80 MOD	
12 & OVER II	
G. Fountain	YZ
J. Polizzi	Hon
B. Ontiverios	Hon
POWDER PUFF	
V. Robledo	YZ
R. Klatt	YZ
S. Lowery	Yam
STOCK & MOD	
TROPHY DASH	
Gregg Fountain	

CRC Motocross
DeAnza Cycle Pk.
Sunnymead, Calif.
Sept. 15, 1974
by G.J. Bonzono

MINI BEG	
Raymond Gomez III	Yam
Robert Bridges	Hon
Randy Shooff	Hon
MINI NOV	
Donald Draskovich	Hon
Tony Barbacovi	Fuj
Chris Bridges	Hon
MINI NOV +14	
Stan Wain	Hon
MINI EX	
Dana Warne	Hon
Andy Northrup	Hon
100 BEG -16	
Mike Tessendorf	Kaw
Tim Young	Kaw
100 BEG	
John Wilson, Jr.	Suz
David Terrell	Hon
Randy Eaton	Yam
100 NOV -16	
Mark Larnkjaer	Suz
125 BEG -16	
Jay Powell	Hon
Dan Patterson	Hon
Steve DeBoer	Pen
125 BEG	
Terry Raymond	Hon
Tom Taliani	Hon
Rusty Clarke	Pha
125 NOV -16	
Andy Northrup	Hon
Pete Peterson	Hon
Bill Pelto	Hon
125 NOV	
Peter Schaffhauser	Hon
Russ Barnett	Hon
Jamie Lanari	Hon
250 BEG -16	
Randy Rios	Yam
Dana Warne	Oss
Jeff DeMaio	Yam
250 BEG	
Walter Pollock	Yam
Mark Cabe	Hus
Kim Walker	Hon
250 NOV	
Gary Peterson	CZ
Greg Stone	Yam
Jim Ball	Hus
OPEN BEG	
Tim Beall	CZ
Jim Bailie	Hus
Ira Zunega	Suz
OPEN NOV	
Dan Delehant	Mai
Roger Stagg	CZ
Terry Glessing	Mai
100 INT	
Bill Franks	Bar
Jeff Morris	Yam
125 INT	
Allen Williams	Hon
Ray McNeil	Hon
Skip Smith	Hon
250 INT	
Keith Patten	Kaw
Steve Kirkland	CZ
Scott Vaughn	CZ
OPEN INT	
David Bekkedahl	Yam
125 EX	
Tom Burt	Hon
Ken Morris	Hon
250 EX	
Mike Jackson	Hus
Don Bazemore	Hon
Smiley Cain	Mai
OPEN EX	
William Saltzman	Hus
125 VETS	
Richard Smith	Bul
Asker Larnkjaer	Suz
John Wilson, Sr.	Suz
250 VETS	
Dave Turnquist	CZ
Bob Holcomb	Yam
OPEN VETS	
Allen Edrington	CZ
Dale Teubner	Hus

AMC Motocross
Saddleback Rcwy.
Irvine, Calif.
Sept. 13, 1974
by S. Sapicoff

MINI BEG	
Bryan Jordan	Hon
Barbara Spielman	Hon
Brian Fountain	Yam
MINI NOV	
Bryan Antonacci	Hon
Byron Barr	Hon
Chris Cayo	Hon
MINI JR	
Kris Barker	Hon
MINI EX	
Jeff Ward	Hon
Pete Hillebrecht	Hon
Dana Warne	Hon
100 BEG	
Mark Strather	Yam
Mike Wilson	Hon
Brian Bradford	Ind
100 NOV	
Tony James	Yam
Dean Adkins	Yam
Frank Sayeski	Yam
100 INT	
Bill Taylor	Yam
Bobby Quinton	Hon
125-BEG DIV I	
Randy Wood	Hon
Mike Williams	Suz
Tim Herbert	Suz
125 BEG DIV II	
Dave Murphy	Hon
Sue Brennan	CZ
Randy Stoprik	Hon
125 NOV	
Roy O'Brian	Hon
Rick Kelley	Hon
Dave Culsinger	Hon
125 JR	
Leni Fass	Hon
Harold Morris	Hon
Greg Lynch	Hon
125 INT	
Mike Johnson	Hon
Dan Buie	Hon
Neal Potter	Hon
250 BEG DIV I	
H.S. Barnard	Mai
Philip Gibson	CZ
Glen Lepling	Yam
250 BEG DIV II	
Jeff Jacquot	Yam
Jack Wheeler	Hon
Rick Murray	Hon
250 NOV	
Mike Schoffstall	Hon
Ron Shimaji	Mai
Guy Olson	Hon
250 JR	
Scott Gillman	Yam
Steve Castle	CZ
Greg Berg	Suz
250 INT	
Mark Brown	Mai
Jim Hasser	KTM
Tom Mayfield	CZ
OPEN BEG	
Russ Kaatz	Hus
Chris Vermeessch	Yam
Owen Taylor	Yam
OPEN NOV	
Bret Van Latenhoe	Yam
Dave Brown	Yam
Roger Rossier	Bik
OPEN JR	
Steve Decano	Mai
Dan Kosinski	Mai
Bob Bragg	Hus
OPEN INT	
Mark Lisenby	Mai
Ed Peters	Mai
Dave Orozco	Bul
125 PRO	
Bruce McDougal	Hon
Mark Tyer	FMF
Marty Miller	Hon
250 PRO	
Dana Nelson	Yam
Dave Foltz	Hus
Paul Bean	CZ
OPEN PRO	
Jeff Borden	Mai
Tony Rogers	Mai
Ollie Scnechal	Yam
SIDEHACKS	
Bell & Ridyard	Hon
Huntly & Richey	Yam
Miller & Miller	Nor

TT Scrambles
Perris, Calif.
Sept. 15, 1974
by Grace Burton

MINI	
Randy Bennett	Hon
Marty Jamerson	Hon
Michael Sharp	Yam
100 NOV	
David Waples	Kaw
Steven Mott	Yam
Jimmy Sarver	Yam
125 NOV	
Joe Niehus	Yam
Danny Flenning	Yam
Jim Spiegle	Yam
125 NOV	
Greg Sargent	Yam
Robert Pfetzing	Yam
Gary Ludwig	Yam
100/125 AM/EX	
Ricky Naymola	Yam
Steve Woskaski	Yam
Jeff Springman	Yam
175/200 NOV	
Lee Luttrul	Bul
Dan Tucker*	Yam
Gary Ludwig*	Yam
Bill Luttrull	Bul
250 NOV	
Scott Anderson	Bul
Steve Bennett	Yam
Larry Storment	Mon
250 NOV	
Gary Mund	Yam
Michael Allen	Kaw
David Anderson	Yam
250 NOV	
Irwin Moon	Bul
Richard Beck	Yam
John W. DeBruyn	Yam
250 AM	
Tim Thibodeaux	Yam
John Sargent	Yam
Jerry Natelborg	Bul
250 EX	
Jeff Miller	Yam
Marc Jones	Kaw
Rich Kouns	Bul
NOV MOTO	
Larry Lambert	Yam
John Jarrett	BSA
Steve Bennett	Tri
NOV MOTO	
Jim Redding	Yam
Dennis Yurker	H-D
Larry Blake	Yam
NOV MOTO	
Ken Evans	Bul
Jon Wells	Yam
Bill Traver	Mon
AM/EX MOTO	
Don Boon	Kaw
Dennis Yurker	H-D
Rick Marquis	Hon
EX MOTO	
Terry Griner	Yam
John Sperry	Suz
Rex Hailey	Yam

* Denotes tie.

Mountain Racing
Association
Denver, Colo.
Points Standings
Sept. 1, 1974
by Woody Witte

126-200 PROD	
Larry Lim	10
R. Fredricks	3
201-250 PROD	
Bill Abney	15
M. Brown	7
251-350 PROD	
Woody Witte	17
Ken Baldwin	16
Randy Skiles	10
James Parker	10
351-500 PROD	
Rod Ratzlaff	15
Rusty Sharp	15
501-OPEN PROD	
Art Friedman	20
Mike Hamilton	19
0-125 CAFE	
John Ulrich	5
126-200 CAFE	
Bruce Sass	5
201-250 CAFE	
Bill Abney	8
Doc Wilcox	5
F. Ufner	5
251-350 CAFE	
Lynwood Wilson	20
Woody Witte	19
351-500 CAFE	
Val Agostini	13
Rod Ratzlaff	8
Rusty Sharp	5
501-OPEN	
Bob Hyman	15
Art Friedman	12
Dane Korth	10
0-200 DIRT BIKE	
Bruce Sass	14
201-OPEN	
DIRT BIKE	
Norm Meyer	17
Dennis Korth	14
Bruce Jensen	14
0-100 GP	
William Taegart	5
101-125 GP	
David Old	29
Ricoutts	20
R. Dickerson	20
126-200 GP	
D. Korth	10
D. Smith	7
201-250 GP	
Bruce Sass	15
Bill Vickery	12
Bruce Jensen	8
251-350 GP	
Lynwood Wilson	24
R. Skiles	13
Woody Witte	11
351-500 GP	
Norm Meyers	10
T. Bower	3
501-OPEN GP	
Art Friedman	7
Mike Hamilton	6
D. Korth	5
B. Hyman	5

CMC Motocross
Washougal, Wash.
Sept. 1, 1974
by Jan Newman

MINI JR	
Claude Meyer	Yam
Chip Chapman	Yam
Robby Watilo	Yam
MINI INT	
Duane Marker	Hon
Jim Anderson	Yam
Shane Fuller	Hon
100 JR	
Rick Olney	Yam
Mike Hammond	Suz
Carl Trosper	Hon
100 INT	
Steve Small	Yam
Clint Baker	Suz
Craig Anderson	Yam
125 JR A	
Mike Monahan	Hon
Dave Brown	Hon
Mike Johnson	Hon
125 JR B	
Mark Hall	Hon
Tom Harrington	Hon
Bill Cranford	Yam
125 INT A	
Randy Jungwirth	Hon
Brian Hall	Hon
Scott Bergren	Suz
125 INT B	
John Wilson	Hon
Jerry Eversaul	Hon
David Sutherland	Hon
125 PRO	
Mitch Simmons	Hon
Ric Burkinshaw	Hon
Rick Burgett	CZ
250 JR A	
Jim Hargrave	Hon
Jack Coulter	Yam
Larry Kaiser	Oss
250 JR B	
Jeff Clark	Hon
Gregg Flood	Yam
Randy Gunn	Hon
250 INT	
Greg Gainer	Yam
Tony Buyas	Yam
Jim Gladish	Hon
250 PRO	
Chuck Sun	Bul
Les Womack	Bul
Gary Kuest	Yam
OPEN JR	
Gordon Lemons	Hus
Michael Kadow-	Yam
Pete Uskoski	Yam
OPEN INT	
Rick Newman	Yam
Bill Wallace	Suz
Randy Sitgers	—
OPEN PRO	
Rick Burgett	CZ
Bert Noble	Mai
Matt James	Mai
TRIPLE CROWN SERIES WINNERS	
MINI	
Duane Marker	Hon
100 JR	
Rick Olney	Yam
100 INT	
Steve Small	Yam
125 JR	
Mike Monahan	Hon
125 INT	
Mike Thorsfeldt	Hon
250 JR	
Jeff Clark	Hon
250 INT	
Bob Hamilton	Hus
OPEN JR	
Tim Woodman	Suz
OPEN INT	
Bill Wallace	Suz

PNTA Champ. Series Standings Thru Sept. 8, 1974

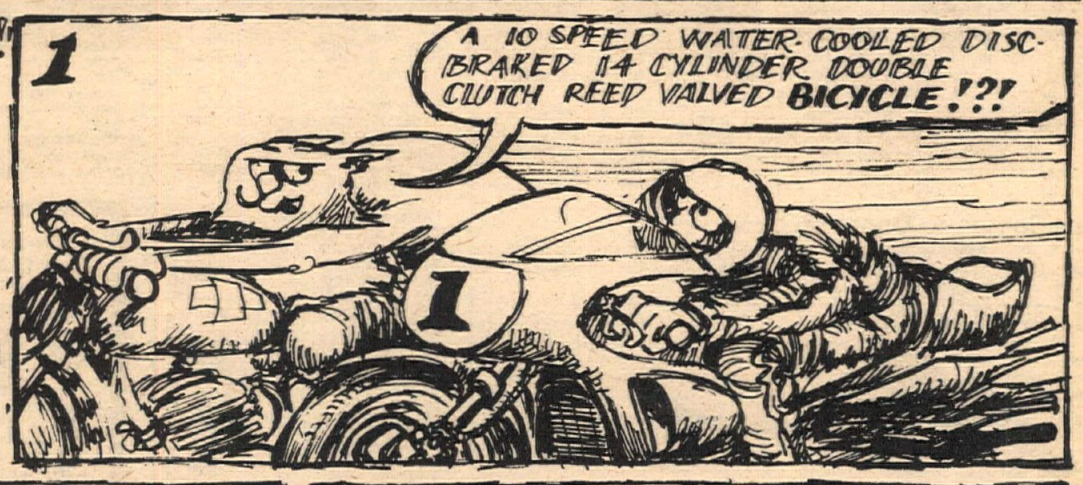
Joe Guglielmelli	7700
Marv Heath	6600
Arlin Harmon	4900
Rick Flescher	3598
Del Orser	3000
Mel Paulson	3000

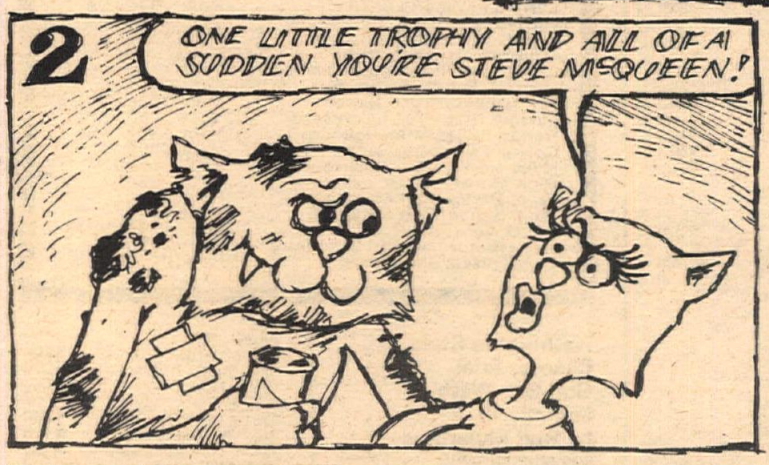
N.M.A. Minis Orange Cnty. Fair July 20-21, 1974 by Carol Whiting

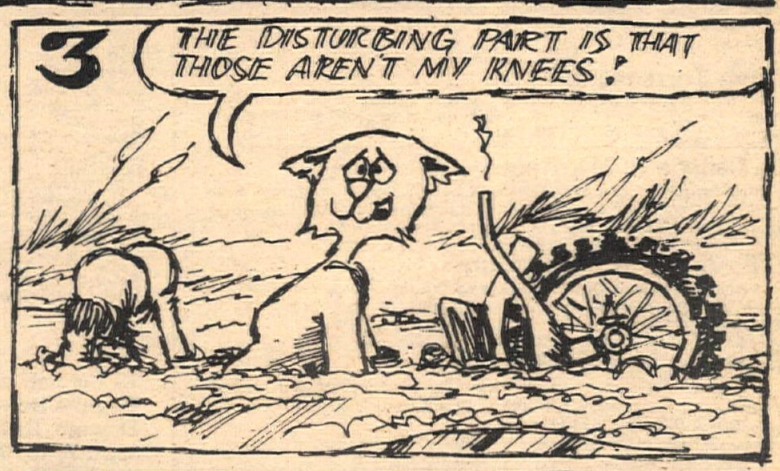
PEE WEE BEG	
D. Allred	Ind
K. Chandler	Ind
K. Heller	Ind
PEE WEE NOV	
M. Healey	Ind
M. Legere	Ind
K. Kossuth	Ind
PEE WEE EX	
R. Dickinson	Ind
P. Denis	Ind
E. Tribble	Ind
PEE WEE EX	
M. Koemans	Ind
K. Henricksen	Ind
J. Allred	Ind
0-61 STOCK 9-11	
S. Burnworth	Yam
D. Foley	Yam
0-61 STOCK OPEN	
B. McGregor	Mnk
K. Sturgeon	Yam
0-61 MOD 9-11 NOV	
L. Kossuth	Ind
B. Crisp	Yam
0-61 MOD 9-11	
L. King	Hon
S. Moran	Ind
0-61 MOD EX 12 & OVER OPEN	
J. Holley	Yam
B. Jones	Hon
0-61 MOD NOV 12 & OVER OPEN	
G. FountainrYam	
JR MINICYCLE EX	
P. Denis	Ind
R. Dickinson	Hon
JR MINICYCLE NOV	
R. Legere	Ind
M. Healey	Hon
JR MINICYCLE 9-11	
R. Eversole	Ind
C. Lepley	Tar
0-83 STOCK NOV 9-11	
R. Denis	Hon
K. Allen	Hon
0-83 STOCK NOV 9-11	
K. Stephenson	Hon
B. McGregor	Hon

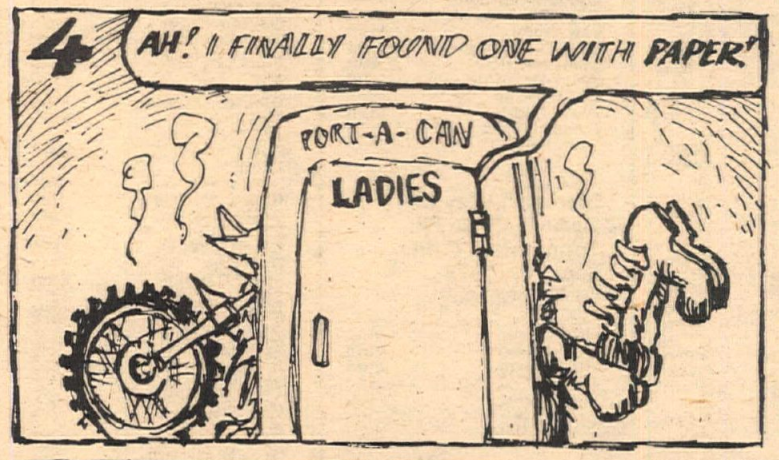
KAPTION KONTST ENDS!

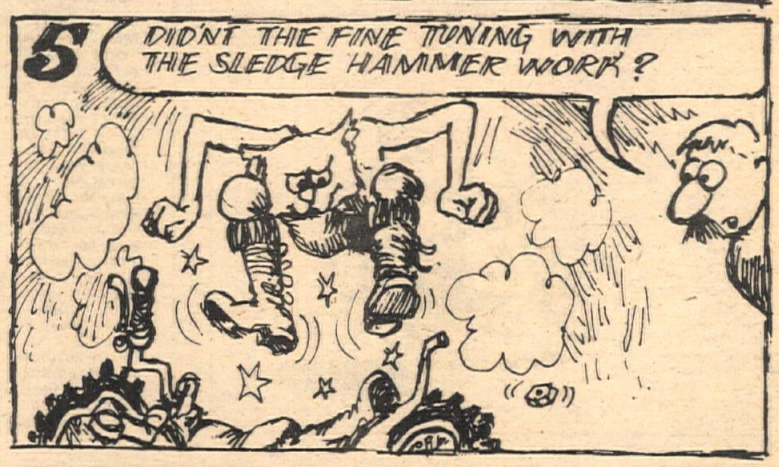
OF ALL THE MILLIONS OF ENTRIES – THESE ARE A-JUDGED THE BEST! HOW COME THEY ARE ALL FROM CALIFORNIA? (MUST BE A FUNNY PLACE!) SPECIAL HONORABLE MENTION GOES TO **STEVE PARKER** of SANTA ANA CAL. WHOSE REALLY FUNNY #6 WE CAN'T PRINT!

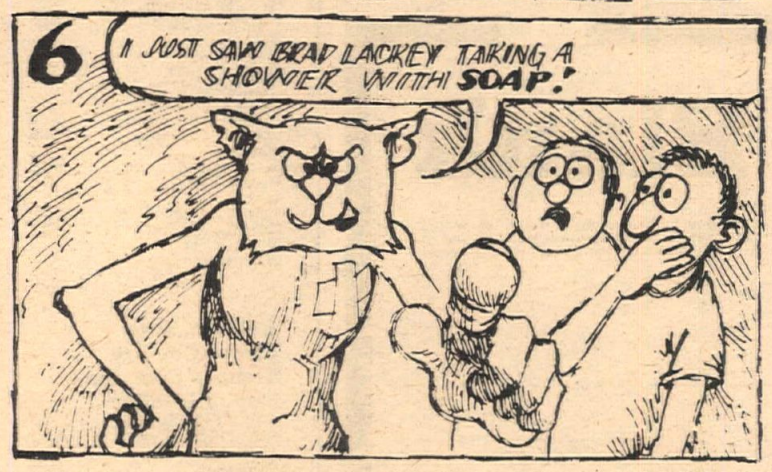












THE WINNERS!

#1 – JEFF SHOOP, WOODWARD HILLS, CAL.
#2 – M.R. JONES, BUENA PARK, CAL.
#3 – DENYS ARCURI & NEAL CHRISTMAN RIDGECREST CAL.
#4 – BILL GRIGG, SAC. CAL.
#5 – BRUCE WILLIAMSON, GARDENA, CAL.
#6 – JAIME BOGANE, MAN. BCH. CAL.

WINNERS SEND ME YOUR SHIRT SIZES AND I'LL SEND YOU A **FREE** MX CAT BREAK-A-BONE CLUB T-SHIRT!

Tony Bell

0-83 STOCK NOV 9-11	
G. Ontiveros	Hon
J. Foley	Hon
0-83 STOCK NOV 6-8	
B. Kelly	Hon
P. Denis	Hon
0-83 STOCK NOV 9-11	
J. Simmons	Hon
B. Crisp	Yam
0-83 STOCK EX 12 & OVER	
R. Simmons	Hon
S. McConnell	Hon
0-83 STOCK NOV 12 & OVER	
B. Byrom	Hon
M. Woodbury	Hon
0-83 STOCK NOV 12 & OVER	
R. Pearce	Kam
J. Lepley	Del
0-83 STOCK NOV 12 & OVER	
J. Marimon	Hon
V. Robledo	Hon
0-83 STOCK NOV 12 & OVER	
C. Clark	Hon
P. Christensen	Hon
POWDER PUFF OPEN	
R. Payen	Hon
J. Marimon	Hon
A. Musson	Hon
0-83 STOCK MOD EX 9-11	
S. Andersen	Hon
0-83 MOD NOV 9-11	
J. Simmons	Hon
B. Antonacci	Hon
0-83 MOV NOV 9-11	
G. Licon	Hon
K. Allen	Hon
0-83 MOD NOV 9-11	
K. Stephenson	Hon
B. Fountain	Hon
0-83 MOD NOV 12 & OVER	
M. Peterson	Hon
R. Heckler	Hon
0-83 MOD NOV 12 & OVER	
B. Woody	Hon
R. Pearce	Kam
0-83 MOD NOV 12 & OVER	
D. Campbell	Hon
J. Koogle	Hon
0-83 MOD EX 12 & OVER	
R. Bereman	Hon
L. Moorewood	Nug
0-83 MOD EX 12 & OVER	
J. Tucci	Hon
G. Kidd	Hon
0-83 MOD EX 12 & OVER	
R. Simmons	Hon
J. Holley	Hon
0-83 MOD EX 12 & OVER	
T. Peterson	Hon
B. Jones	Hon
0-110 OPEN	
L. Moorewood	Ind
B. Jones	Hon
0-110 OPEN	
J. Holley	Hon
J. Gless	Hon
0-110 OPEN	
B. Woody	Hon
MINI SPEEDWAY OPEN	
CLASS A	
K. Moran	
S. Moran	
CLASS B	
J. Gianetti	
M. Bloom	
J. Donaldson	
L. Kossuth	
CLASS C	
L. King	
S. Webb	
R. Bennett	
M. Miller	
OVERALL	
Lance King	
CONSTITUTIONAL	
Scott Webb	
BICYCLE MX 6-9	
R. Stephenson	
T. L. Smith	
P. Dennis	
BICYCLE MX 10-11	
B. Anatocci	
G. Ontiveros	
S. Talkington	

ROUTE CHECK

Twentynine Palms to DeAnza Cycle Park

I need a ride to "DeAnza" with my bike — 125 Elsinore. Will pay half of gas. Call Wayne (714) 367-7738. (37/4x)

Irvine to Local MX Races

Yamaha 100 MX rider needs a ride to MX races anywhere every Sunday or Friday. Call after 7:00 p.m. Please help. Vincent (714) 838-7927. (34/4x)

City of Orange To All D-37 MXs

250 Elsinore Novice. Has Chevy Love truck, going to all D-37 MX races and CMC on off weeks. Give me a call. Jim, before 2:00 (714) 997-5215. (27/4x)

La Canada to Dunes or ?

I am a Moto-X freak. I don't race yet because I don't have practice. I have a Monark GS 125 and I am 14. Call anyway — huh? Tony (213) 790-4371. (34/4x)

La Mirada to Mojave

Have room for 2 or 3 more bikes. ¾ ton Chevy Long Horn pick-up. Have cabin, cowtrail and cross country. Truck carries 75 gallons gas. Split expenses. After 6 p.m., ask for Mike (714) 522-2219. (26/TFN)

Palos Verdes to D-37 Desert—GPs

No. 7 D-37 desert Powder Puff needs ride to races. I've never broke. Please!! Iwant to stay No. 7!? Will share expenses. Call Lisa before 3:00 Mon.-Fri. (213) 377-9766. (33/4x)

From Torrance to ?

Broke my wheels, need ride to MX races on Sundays. AME, CMC, District 37 or anything. Have 250 CZ, age 19. James (213) 323-4576. (20/3x)

La Canada to MX Races

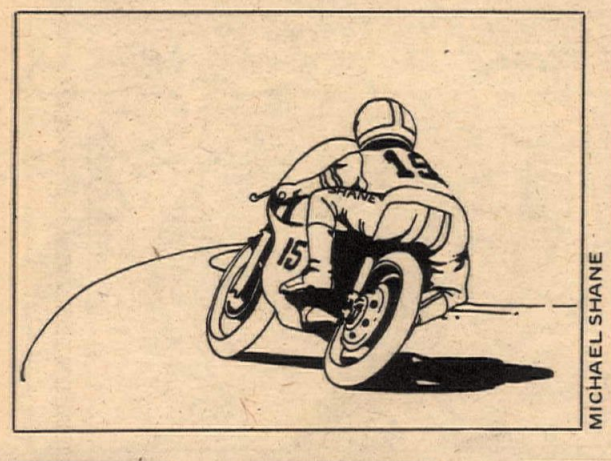
Please help!? I'm an MX freak — but my friends have lost interest. Can't get a ride to MX races on Sunday. Will split gas. I ride a 250 CZ. Help!? Greg (213) 248-5474. (27/4x)

S.F. Valley to Indian Dunes

Nick and bike would like ride to Dunes any day of week. I have a Suzuki 125 and will pay half of gas. Nick (213) 997-1367. (34/4x)

Fresno to MX — DRA — D-37

Have room for 1 or 2 riders and bikes or will share expenses. I race every weekend. Call Chuck (209) 255-9596 or (209) 448-3707. (37/4x)



MICHAEL SHANE

NorCal MX
Knob Hill Ranch
Sept. 1, 1974
by Bob Holcomb

MINI 0-60	
Jeff Branlett	Yam
MINI 61-80	
Rick Delong	Hon
Curt Olund	Yam
Tim Macchiarella	Hon
MINI 81-100	
Kirk Woods	Bon
OLD TIMERS	
Al Cavanaugh	Mai
Marc Smith	BSA
Gary Arnold	Yam
POWDER PUFF	
Robin Delong	Hon
Carole Adams	Yam
SPORTSMAN	
Rick Berry	Yam
100 NOV	
Ed Shipman	Suz
Mark Olund	Yam
Kirk Woods	Suz
125 NOV DIV I	
Lyle Sanda	Hon
Eric O'Berg	Hon
Frank Bryan	Suz
125 NOV DIV II	
Robert Pachal	Hon
Greg Hebard	Hus
Steve Kuspanovich	Hus
125 NOV DIV III	
Neal Snarr	Suz
Al Drager	Hon
Jeff Watts	Hus
OPEN EX	
Charles Longmire	Bul
Dan Southwood	Hus
Gregg Doran	Yam
125 INT	
Russ Stanley	Bul
Steve Bargiacchi	Hus
Claro Cabading	Hon
125 EX	
Bob Geffert	Hon
Mike Amaral	Suz
Mike Urban	Hon
250 NOV DIV I	
Hal Stiles	Bul
Joel Williamson	Yam
Dan Kalustian	Mon
250 NOV DIV II	
Ron McNay	Bul
Larry Pellin	CZ
Len Smith	Yam
250 INT	
Art Elliott	Mai
Dan Breuner	Mai
Eric Roseme	Bul
250 EX	
Charles Halcomb	Hus
Duane Joice	Bul
Dan Lane	Suz
OPEN NOV	
Bob Sahatore	Hus
Gene Cogburn	Mai
Denny Adams	Yam
OPEN INT	
Logan Brookins	Mai
Peter Burwith	Mai
Keith Bontrager	CZ

TT Scrambles
Elsinore Rcwy.
Elsinore, Calif.
Sept. 7, 1974
by Gary C. Jones

MINI BEG A	
Todd Rowe	Hon
Jeff Eary	Hon
MINI BEG B	
Ronnie Rapp	Yam
Scott Watson	Hon
MINI NOV A	
Rodney Rapp	Yam
Mark Woods	Hon
MINI NOV B	
Ken McIntyre	Yam
Tony Abel	Hon
MINI AM/EX	
Ken McIntire	—
Tom Tiernan	Yam
100 BEG—NOV	
Brad Oxley	Yam
Mark Sheets	Yam
Tom Savas	Yam
125 BEG	
Brian Schmuckle	Pen
William Whitener	Pen
Gene Crownover	Yam
250 BEG	
Mike Peterson	Hon
Bill Goebel	Hon
Scott Read	Bul
125 NOV	
Ivan Oden	Yam
Larry Hayes	Yam
Guy Gulickson	Hon
500 OPEN NOV	
Rick Greene	Bul
William Fulton	Tri
Alfred Lord	Hon
SPEC NOV	
Rich Gillan	Bul
Steve Loomis	Yam
Greg Bell	Hon
100 AM	
Brad Oxley	Yam
Rich Leway	Yam
Carl Whitt	Yam
125 AM/EX	
Steve Woskoski	—
Randy McIntyre	Hon
Gordin Kidd	Yam
250 AM	
Lowell Nelson	Bul
Louis Porter	Hon
Steve Lommis	Yam
250 EX	
Bruce Reynolds	Bul
David Reinhardt	Oss
Greggory Wilhite	Yam
500 OPEN EX	
Rod Sexton	Yam
Jim Wright	Yam
Mark Reichert	Yam
SPEC EX	
Jim Wright	Yam
Rod Sexton	Yam
Steve Woskoski	—

Washington State
Champ. Trial
God Bar, Wash.
Sept. 8, 1974
by Bud Mylerberg

Joe Guglielmelli	Yam
Rick Flescher	Yam
Jay Terry	Hon
Sherril Steinhauer	Ser
Marv Heath	Bul
Arlin Harmon	Bul
Bill Perkins	—
Alan Todd	Hon
Roger Nilsen	—
Tom Hebert	—

Moreno Valley MX
DeAnza Cycle Pk.
Sunnymead, Calif.
Sept. 14, 1974
by Tim Mickey

125 JR	
Ron Cain	Suz
Dale Brown	Hon
Roy Johnson	Hon
125 INT	
Gary Cain	Hon
175 BEG	
Jeff Richard	Yam
Kenny Trask	Yam
Bob Cummings	Yam
250 BEG	
Jay East	CZ
Chuck Roller	Gri
Chris Reimuller	Yam
250 JR	
Charles Smith	Yam
OPEN EX	
Dave Brooks	Bul
MINI BEG	
Robert Bridges	Hon
Eddie Hill	Hon
MINI JR	
Mike Taylor	Yam
Chris Bridges	Hon
100 BEG	
Martin Williams	Yam
125 BEG	
Mark Ellis	Suz
Rogert Lott	Hon
Joe Crowley	Hon

S.A.M. Motocross
Saddleback Park
Orange, Calif.
Sept. 7, 1974
by Tom Corley

MINI BEG	
John Sotelo	Yam
Mike Rieder	Hon
MINI NOV	
Joy Marimon	Hon
Dallas Rebello	Hon

Mountain Road Racing Assn.
4 Hour $1000 Race
Aspen Rcwy.
Aspen, Colo.
Sept. 15, 1974

Art Friedman/Dave Schoonmaker	Kaw	750	$300
Dennis & David Korth	Kaw	250	$200
John Teevens/Bruce Bensen	Hon	750	$100
Norm Meyer/Bill Abney	Kaw	500	$ 90
Lee Morris/Don Latham	Kaw	500	$ 80
Larry Lim/John Ulrich	Rok	340	$ 70
Rusty Sharp/Don Zimmerman	Suz	500	$ 60
Woody Witte/Bruce Sass	Yam	350	$ 50
Dave Isle/Bruce Enderly	Rok	340	$ 40
Lynwood Wilson/Dale Ebersole	Yam	350	$ 30
Heinz & Sandie Schirmeir	Suz	185	
Joe Janicke/Bruce Jensen	Mon	250	
Mickey Rossi/Terri Lunsford	Yam	250	
Randy Skiles/Mike Pollocroft	Yam	350	
Corky Thompson/James Parker	Yam	350	
Hugh Force/John Cockson	H-D	1000	
Rick Horn/Tom Bowen	Kaw	350	
Ernst Farley/Phil Crichton	Kaw	500	
Bob Hyman/Rod Ratzilaff	Yam	350	
Val D'Agostino/Rod Stetson	Suz	500	
Dan Hiesterman/Jim Stranburg	Suz	250	
Tom O'Neil/Bill Vickery	Kaw	750	

MINI EX	
Kurt Sofka	Hon
100 BEG	
Gary Pollitt	Hod
125 BEG	
Doug Kinney	Hon
Neil Wolfson	Hon
Kent Hawksworth	Kaw
125 NOV	
David Bender	Hon
Bret Catcott	Hon
Tom Daversa	Hon
125 JR	
Marvin Scott	Hon
Rick Rasmusson	Hon
Guy Denton	Hon
125 INT	
Bob Gerbasi	Yam
125 EX	
Burt Wald	Suz
Randy Shumate	Suz
Andy Graham	Yam
250 BEG	
Glenn Tucker	Hon
Don Day	Yam
Steve Gruel	Hon
250 NOV	
Roger Hill	Oss
Greg Bayer	CZ
Glen Scrivens	Hon
250 JR	
Luc Deley	CZ
Terry Warren	Yam
Mike Strode	CZ
250 INT	
Greg Pflug	CZ
Greg Blackwell	Hus
Warren Wright	Mai
250 EX	
Mike Yorba	Mon
Jerry Trojnar	CZ
500 BEG	
Dave England	Yam
Jim McKinstray	Suz
Steve McKenna	Mai
500 JR	
Steve Hazan	Hus
Roger Stagg	CZ
500 INT	
Ted Schafer	Mai
George Wegner	CZ
500 EX	
Wayne Brown	Mai

E.C.R.A. MX
Escape Country
Trabuco Cyn., Calif.
Sept. 15, 1974

125 NOV II	
Ray O'Brien	Hon
Tom Cometa	Hon
Paul Ivie	YZ
175 1st DAY	
Neil Wiggins	Kaw
Doug Anderson	Pen
175 INT	
Bart Weyard	Puc
125 INT	
Mike Lyons	Hon
Mark Marriott	Suz
Jim Lowe	Hon
125 EX	
Marty Miller	Hon
Pat Hubbs	Suz
Joe Castro	Hon
250 1st DAY	
Mac Parker	Hon
Carl Boese	Yam
Bob Sykes	Hon
250 BEG	
John Reyes	Hon
Jay Peacock	Suz
Jim Howard	Hon
250 NOV	
Ken Stickel	Oss
Charles LaDuca	Yam
Mark Taylor	Kaw
250 INT	
Alan McCowan	Suz
Tim Gaffney	Mai
Kenny Taylor	Mai
250 EX	
Jeff Jennings	Hon
Richard Mullin	Mai
OPEN 1st DAY	
Jim Ropp	Yam
OPEN BEG	
Jess McIntosh	Yam
OPEN NOV	
Mel Kukel	—
Tom Brunner	Hus
OPEN INT	
Del Pitzer	CZ
OPEN EX	
Brad Lynch	Mai
MINI	
Ricky Taylor	Yam
SUPER MINI 1st DAY	
Lyle Babi	Hon
Omar Grecco	Hon
Val Fukunaga	YZ
SUPER MINI BEG	
Jeff Schones	Hon
Louie Garcia	Hon
Jim McIntosh	Hon
SUPER MINI NOV	
Rick Lopez	Hon
Byron Barr	Hon
Glen Norkus	Yam
SUPER MINI INT	
Bobby McGregor	Hon
SUPER MINI EX	
Chris Cayo	Hon
100 1st DAY	
Tim Kennelley	Suz
Jeff Warner	Hod
100 BEG	
Chito Martinez	Yam
100 NOV	
Jim Castro	Yam
Tim Murphy	Yam
100 INT	
Robert Dale	Hod
125 1st DAY	
Philip Romito	Yam
Bill Meaney	Suz
Scott Machen	Yam
125 BEG I	
Richard Busconi	Suz
Dean Johnson	Hon
Tim McCasland	Yam
125 BEG II	
Jeff Lysdale	Suz
Carl Gieselman	Hon
Kent Hanksworth	Kaw
125 NOV I	
Harold Heriford	—
Ted Vadenraadt	Hon
Dave Hanson	Suz

SRA Speedway
Sacramento, Calif.
Sept. 13, 1974
by Sneaky Pete

SCRATCH MAIN
Rich MacMurray
Mike Rooney
Butch Corder
Barclay Trehal
HANDICAP MAIN
Kenny Eggers
Jay DeBeaubien
Mike Rooney
SCRATCH CONS.
Norman Denny
Frank Cook
Paul Orlandi
Ron McGill
HANDICAP CONS.
Greg Rew
Butch Cordef
Russ Powell
DIV TWO MAIN
Dan Haaby
Bob Bellino
Mike Ellis
MATCH RACE
Norman Denny
Rich MacMurray

E.C.R.A. MX
Escape Country
Trabuco Cyn., Calif.
Sept. 14, 1974

MINI NOV	
Mike McCormick	Ind
SUPER MINI 1st DAY	
Stewart Boyd	Bar
SUPER MINI BEG	
Bryn Jones	Hon
Charles Peterson	Hon
Michael Atkinson	Hon
SUPER MINI EX	
Kurt Sofka	Hon
100 1st DAY	
Jeff Durling	Yam
100 BEG	
Greg Tiner	Suz
Steve Tiner	Suz
100 NOV	
Kurt Lustbaum	Yam
Bob Walker	Suz
100 INT	
Paul Frazier	Hon
125 1st DAY	
Scott Waggoner	Hon
Mike Keeney	Pen
125 BEG	
Neal Beverage	Hon
Dave Borzilleri	Yam
Ross Allbaugh	Hon
125 NOV	
Mitch Musgrave	Hon
Dean Howard	Suz
Dino Provenghi	Yam
125 INT	
Norman Gomez	Hon
125 EX	
Bob Beauvais	—
250 1st DAY	
Steve Medina	Bul
Dave Smith	CZ
Mike Murphy	Suz
250 BEG	
Steve Magidow	Yam
Rick Anderson	Yam
250 NOV	
John Gilbertson	Hon
Marvin Masuda	Hon
Mark Athearn	Hon
250 INT	
Tim Hart	Bul
Mark Musgrave	CZ
250 EX	
Steve Van Wormer	Mai
OPEN 1st DAY	
Jack Dennis	Hus
OPEN NOV	
Dan Kline	Yam
Walter Boris	Hus

Route Check Blank

Gas pains gettin' to ya, booby? Wow, what a bummer. For **ABSOLUTELY NOTHING** we're going to help you get to school, work, or the **RACE.** Yeah, that's important, ya know? If you'd like to help your fellow biker and meet some neat people, put a listing in our column. Send your first name, your phone number, and the approximate places that you travel to and from and on what days of the week you do so.

All ads are free — save gas — pool your van.

Name PLEASE PRINT!

Address City State Zip

City to City

Check how long you want your ad to run
☐ 1 time ☐ 2 times ☐ 3 times ☐ 4 times

Area Code Phone Number

Silent Superbowl finale

PHOTOS BY DALE BROWN

Haybales? Fiberglass berms? BX goes big time in the Coliseum.

BX Gold Cup

By Dale Brown

LOS ANGELES, CAL., SEPT. 14

Stuart Thomsen, David Clinton and Bobby Watts became state champions tonight, triumphing over the competition in the Yamaha Gold Cup Bicycle Motocross final Saturday night in the Coliseum.

After preliminary events in Van Nuys, Santa Clara and San Diego, about 200 pedal-powered-crossers converged on the quarter-mile Tartan turf track. The track featured a water hazard known as the "Snake River," several carpeted jumps, fiberglass berms and many twisty sections. The artificial surface was a far cry from dirt, but it seemed a lot safer than the cinder running tracks used in earlier events. Nobody crashed for lack of traction, just lack of room.

After a couple of tunes from the Inglewood Toppers Band, the qualifiers got underway. Ten started in each of the five semi-finals, two qualified for the final. The other five spots in each final had been earned in the previous events.

During one of the Expert semis, Ken Dayton picked up the lead going down the back section, pulled out a good-sized lead, confidently flashed the peace sign to the crowd and then crashed upon landing over the water hazard, a scant 20 feet from the finish. Although he scrambled madly to get back on his bike again, he ended up third and out of the final.

Finally, about 9:30, the finals got underway. Scott Breithaupt, BX'er of some fame (and too old for the series) predicted that Bobby Watts would win the Novice final. He finally got himself separated from the mad scramble behind him down the final straight and lived up to the prediction. Greg Galati and Dan Garcher followed for second and third.

Breithaupt predicted that David Clinton would win the Junior final. It was somewhat of a foregone conclusion as Clinton had set fastest time during the afternoon qualifying session. Clinton took the lead almost immediately and was never headed. Bobby Encinas got awfully close on the final straight, but was relegated to second, ahead of Robert Fair. In winning the race, Clinton bettered his earlier mark by a full second – 69.3.

The Expert final went two laps (other classes went one lap) and was pretty much up in the air as to who was going to win. A huge pile-up after the water hazard eliminated several riders from contention. Stuart Thomsen extracted himself from the maddening crowd on the second lap and pulled away to win. John Wells and John George were as close as possible going for the checkers, with Wells coming out on top by the proverbial whisker on a knobby.

The winners received Yamaha Moto-bikes, the runners-up got MX boots and third place finishers got helmets.

The event was covered extensively by the press. The guy from Sports Illustrated set up flash units on both sides of the track for the first 110 yards or so. It got to look like a psychedelic party after a while.

Larry Huffman was on hand to do the announcing (cheerleading, actually), along with a couple of local disc jockeys. The DJ's seemed to have a good time. The crowd booed the DJ who veered around the waterhole, and after five minutes of 4,200 people booing him, he got back on his bike and made the run for the water hole.

Just like Evel, he crashed. •

DeAnza's swarming 125s

By Tim Mickey

SUNNYMEAD, CAL., SEPT. 14

There are always more 125s making it out to DeAnza on Saturdays, and this week seemed as if it belonged to them. Robert Lott (Hon) immediately took command of the Beginner class by getting an early hole shot, and he just stretched it out into a long lead by the end. Right behind, though, was Suzuki-mounted Mark Ellis, who had had to contend with traffic earlier, and who got his own hole shot in the next moto to show he could do it. Lott tailed him for awhile, got past him, and then got passed in return when he fell, Ellis going on to tie up the score. In the final moto, Ellis and the pack disappeared around the first turn while Lott restarted his stalled bike. He tried to catch up, but Ellis was too far ahead and had things pretty well sewed up.

Running with the 250s, the 125 Juniors attacked the bigger bikes in packs, some getting by them, some not. Ron Cain (Suz) got past early and had a couple laps to stretch out a lead sufficient for the win by the time the others got around. In the second moto, they were at it again, this time Cain being the only one to slither past. The other 125s were battling for second place behind the lead 250, and when Dale Brown's chain came off on his Honda, Roy Johnson (Hon) went around to tie up the score. In the last moto, Cain once again stepped inside the lead 250 and stayed out front for the overall. Brown got a poor start, but managed to work his way through the pack, and miraculously motored around Johnson on the final lap to pick up the second overall. •

SRA Indian Dunes: $100 record breaks

By Steve Richards

INDIAN DUNES, CAL., SEPT. 7

Mike Bast's record lap time of 12.817 had stood for only one week when Bob Schwartz broke it by being in the right place at the right time. After the previous week's third division main winner Chris Modic came within 1/10th of a second of the record, it was Schwartz's turn on the track. As luck had it the track offered a good deal of traction, which was not the case when Bast set the record. Bob came out on Brian Short's bike after his own machine would not fire and turned a time of 12.706, good enough to earn the $100 reward posted for the first person to break Bast's record.

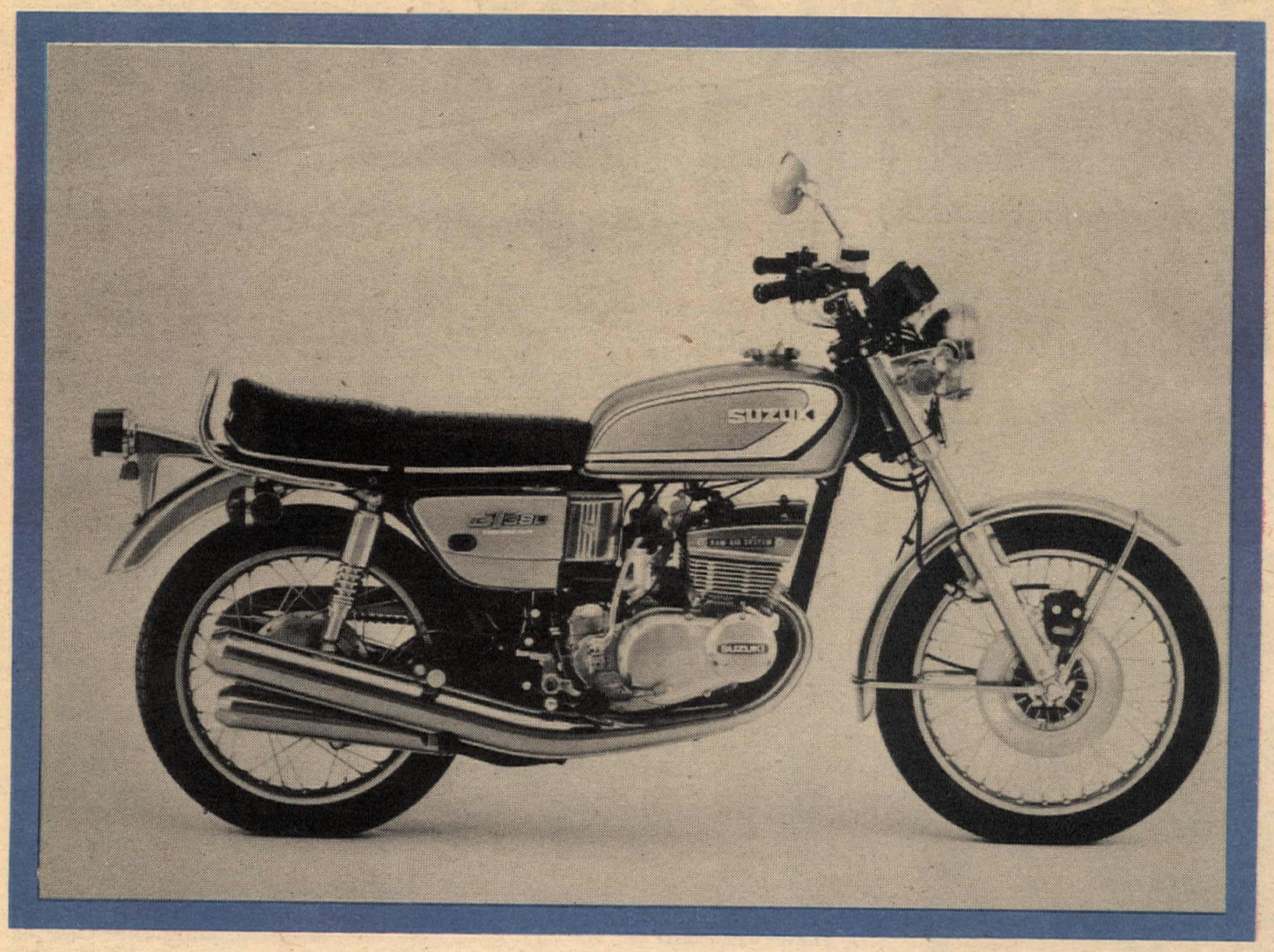
Bobby Hill was unable to repeat his main win this week after getting off twice in his heat race and being too sore to race in his scratch heat. Don Stubb's return to speedway was short-lived when he went down in the scratch semi and ended up with a broken shoulder. New second division rider Dick Lewis took advantage of his zero yard line start in the handicap main to hold off Ralph Castor and Phil Moon. Moon donated his third place earnings to the John Fishburn Fund for John's widow and child.

The scratch main was led wire-to-wire by Schwartz. The third division main was won by Ron Rose, riding his first-ever speedway race. Not bad for starters! •

Results in the Results Section.

The way these kids go, you have to do a double-take to realize they're pedalling.

"GT" means Gran Turisimo . . .



Suzuki GT 380L: One way to test a motorcycle is to fall off it, then ride it a thousand miles.

By Lane Campbell

"GT" stands for "Gran Turisimo," an overworked and often misused (especially by Detroit) phrase that the Italians coined to describe a special kind of touring in a special kind of car. To them, "Gran Turisimo" meant, literally, touring in the grand manner; which from the continental viewpoint means taking two people and their overnight luggage from Point "A" to Point "B," no matter what the road or weather, in safety, style, comfort, but most of all *fast*. No four-passenger sedan could properly qualify as a GT car, the ideal was a slightly de-tuned sports/racing car with closed bodywork, wind-up windows, a heater and fitted luggage.

What, then is a GT motorcycle?

Day one — a recap

My right knee throbs because I was dumb enough to fall off this morning. Yup, there I was, GT 380 Suzuki, bedroll strapped to the back an' all, indulging in a downhill coasting race with three other guys, equally crazy and far more familiar with the road.

Phooey! Bike's not badly dinged; it lit on a handlebar, a footpeg, and my bedroll. One turn signal lens is gone, clutch lever's curlicued, and the bars are tweaked. I've got raspberries on one elbow and one knee, and I've squashed my lunch. I'm detuned for the day.

Still, I set out to put some miles on a test bike, but I'm thinking, "Well, it sure ain't no racer."

The three-cylinder 380 is plainly not a racer, not that it couldn't be made into one. Yet it's no slouch when it comes to covering ground, and I've got a test to prove it. It's an eighty mile stretch not unlike an inter-city jaunt in Europe, an unabashed test of ground-eating capability in a "GT" setting: a twisting, turning semi-alpine road that lets you down in fast sweepers through a valley, over cattle guards and broken pavement, past construction sites, and through chronically flash-flooded dips with treacherous wisps of sand, then on gradually improving but narrow blacktop through the pineywoods to the freeway. We arrive at the interchange after an hour and 29 minutes, average speed just 60 MPH without doing conspicuous violence to the laws of God or Man (55 MPH speed limit excepted in spots). Fuel consumption was just about 41 MPG. None too shabby, and if my knee weren't starting to stiffen up, I'd really be enjoying myself.

I gas up, oil the chain, and head down the freeway, then off, angling up the mountain. The road swoops and loops up toward the lake, running along the sheer canyon wall beside a rushing river. Traffic is heavy here, campers, cars, pickups, and bikes — about 50-50 choppers and straight touring machines. We're overhauling and passing everybody with ease, just running like a train, never really cornering hard enough to ground anything, passing with impunity anywhere there's a clear space.

I'm finding that lack of ground clearance is really the Suzuki's only glaring weak point. For a stock Japanese road bike, the suspension is amazingly firm and well damped, front and rear seem to work well together, and the machine tracks where it's pointed, rough pavement or not. It absolutely does not wobble. Ever.

There is one idiosyncracy. The front wheel has a tendency to pump up and down in resonance with the engine at certain speeds, usually around 45 MPH, part throttle. Feels weird, but doesn't make the bike do anything nasty.

Braking is three fingers at the front and easy on the rear, all with excellent control. With a whole hand you can lock the front wheel straight up, and the cable operated rear is relatively chatter-free, even on the verge of locking. The engine and six-speed gearbox hook up well together; it's substantially quicker than a Honda 350F, not as quick as a Yamaha RD350. What it would do with 100 pounds less weight would be interesting to find out. It will scoot to 95 MPH in top gear just about anywhere, can break 100 if you give it room, and can whip around a car as quick as a thought — provided you're in the right gear. (Sneak a look at the digital indicator to see. Trick.) Power begins in earnest at 5500 RPM and it revs freely past eight thou. Grab a handful below five thou and it's tractable but stone slow.

Past the lake angling north, then up the back side of the mountain. I've gotten quite proficient at hanging off to avoid grounding (the sidestand drags on the left, the centerstand on the right. It's said they improved the ground clearance this year. I'm glad I never had to ride one of the older ones) but my knee is really beginning to protest. At the summit, light is failing and the body is ready to pack it. A sign beckons warm food. Time to quit.

After chow, it's picky-picky down a powdery dirt road by headlight, looking for a nice solitary spot to throw down the sleeping bag. Finally, there's a little trail leading up off the road into a sheltered hollow ringed with pines. While it's no trials bike, the GT 380 is fairly stable and controllable in the powdery dirt and slippery pine needles.

Silence roars in my ears when I cut the engine. It's warm and soft up here; a deer coughs in the distance and squirrels chatter overhead. Lights out.

Day two — morning mileage reading 303

I crawl out of my sleeping bag in full daylight and my leg almost crumples under me. It's a good thing the two-stroke Suzuki is an easy, one kick starter (Even when cold, with the choke on. Odd bit, the enrichment lever works directly on only two of the three carbs, with balance tubes to help even out the mixture. Somehow it works.) I have to gingerly balance on my sore right leg and take a half-hearted stab with my left, standing beside the bike.

There's absolutely no traffic as we cut down the back roads taking advantage of the downslope and going easy on the throttle. In the valleys it's top gear all the way, winging corners placarded "45" at 65 to 70 with the engine just ticking over fast and the throttle almost closed. We're low on gas and beginning to worry about the oil in the injector tank. Where are you going to find Suzuki CCI on Labor Day in the hinterlands?

We gas up and oil the chain again at mileage 331. Back up into the mountains, this time through a national forest, and at my first sight of one of those trees, I must have let the Suzuki drift to a near standstill with my mouth gaping, because a forest ranger in a passing truck yelled, "Don't stop here, that's just one of the little ones!"

Lunch is another breakfast square and more coffee in the clear fragrant air at 6,000 feet. I've procrastinated too long; it's time to do something about the oil, even if it's wrong. Good news: Chevron sells a dual-purpose two-stroke oil that works perfectly in the Suzuki. It's even red like CCI. It's nice to know you're not a slave to a proprietary brand-name lubricant.

Back down the mountain, now I want to make for the coast highway, a broad valley and a mountain away. An old boy pumping gas tells me of a shortcut. The way leads out among the wide, flat vegetable plots, arrow straight roads and air pungent with the scent of green onions. If I were in a car, I'd fall asleep. As it is, I try to forget about my leg. It really only hurts on two occasions: Every time I get off the bike, and every time I get back on. Mostly I stay on.

The "Ram Air" cooling shroud must be working as advertised, because the temperature's pushing 100, yet the engine has shown no sign of overheating — not even as we attack the long grades leading out of the valley.

Now the road gets interesting again. It had been wall-to-wall fuzz, but now we're away where a brief 80 MPH burst

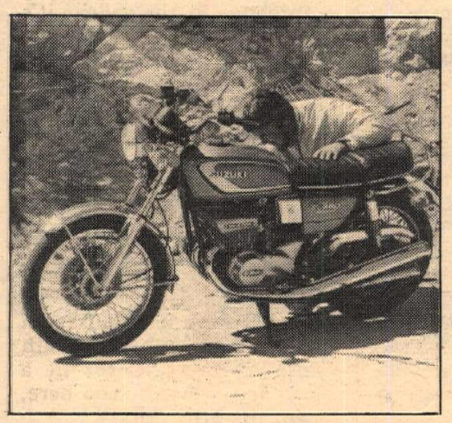
Clear plastic disc brake fluid reservoir is for visual fluid level checking. Instrument cluster (foreground) reads great at night, but idiot lights and digital gear indicator get lost in bright sun glare.

Three Mikuni VM24SC's in a row. Two-cable throttle control is similar to Honda's setup, jointed links are rubber booted against grit.

can clear out the cobwebs and the road begins to crinkle up into challenging curls. After we hit the true mountainside, it really gets interesting — narrowing down to cart-track width, clinging beside a running brook and tunneling through caverns of green. I even have to duck and weave my head to avoid stuffing my ear into the bushes.

As we climb, the switchbacks get tighter, and in some spots the sun shines directly in my eyes while the road hides in shadow. It's nerve-wracking, hard work, yet even under these conditions, we overhaul a camper, a Jeep, and about five cars, putting them all behind with relative ease. The Suzuki is quick and responsive enough to take advantage of even the slimmest passing opportunity.

Sun in the eyes is worse on the downside, plus the grade is pretty steep. Fog down below, looks like I'll have to drop through it to reach the coast. Then the final hazard: The road changes to dirt and remains dirt the rest of the way down, switchbacks and steep grade all the way. The Suzuki is a handful. The



Required maintenance was a look, a lick, and a promise most of the time.

harsh forks batter my wrists sore, but the ride down is without serious incident except for a hole that almost wrenched the bars out of my hands. Down, through the grey, chilling mist, and at last the bottom.

Grey, wild, lonely coast. What a road. At first, what with the chill and the nervous strain from coming down the mountain, my heart's not into throwing the Suzuki down to the pegs. But the road pulls and calls to me as it scrabbles across the rocky cliffs, and my only regret is that there's no one else out today on a cafe bike. A road like this should be shared with something other than turkey Oldsmobiles and campers.

Now begins the long grind in the dark, over 250 miles back to home base at 55 MPH or whatever the traffic will bear.

The Suzuki has a comfortable seat, one whose corners don't cut the inner thighs on long rides. Still, after twelve hours in the saddle, I've got washboard buns, stiff knees, sore wrists, gritty eyes and a mildly aching back.

So soft and unobtrusive is the Suzuki; only when you really grab a handful at speed does its sound intrude — a muffled Ferrari-like wail whose cadence is born of a 120-degree crankshaft. Soothing, mellow, inconspicuous.

The miles pound past, and the bumpity-bump of tar strips transmitted by the firm suspension is the only intrusive sensation. Personally, though my fatigue is a great nagging pain, I'll still choose the firmness; any softer and I'd have probably gone on my head somewhere back in the mountains. Granted, I was weaned on English sports cars with their non-nonsense bedrock ride. Soft-fannied boulevardiers probably won't see it so favorably.

Finally, home. All those boring freeway miles. It's over. Mileage 1056. It's been a good weekend.

Epilogue

Touring on the Suzuki GT 380L may not be "grand" in the purist's sense, but the machine has carefully been weaned away from the idiosyncracies that used

Though limited in ground clearance, the GT380 was still much at home in the twisty-loopy stuff. For a stock 380 pound Inscrutable, it was pretty fine.

to plague reasonably priced two-stroke roadburners.

In 1,000 miles, the chain stretched enough to require tightening (about a half-turn of the adjusters) the day after. Suzuki's toolkit is about Japanese standard ugly, but at least they give you an extension handle for the axle nut spanner, which is a welcome relief from skinned knuckles and gouged fingers. They also believe in cotter-keying the brake and clutch lever pivot bolts.

At 1500 miles, the plugs are finally fluffed enough to affect performance and mileage, but all three are firing regularly. None of them whiskered during the test. Ignition may be a bit hairy to set — they use three sets of points off the left crank tip, timing without a buzz box or light is virtually -uh- pointless.

All the electrics worked with only one picky fault. The "five" on the dashboard digital gear-position readout failed to light occasionally. Night lighting is adequate most of the time.

PHOTOS BY CHUCK CLAYTON & CAMPBELL

That's one of the little ones. Get off in the woods and hills if you really want to enjoy the Suzuki.

Penetration is good, but as always, spread is lacking for seeing ahead in tight bends.

The Suzuki also passed the Cycle News Inadvertent Crash-worthiness test. We've had other bikes that sustained worse damage just falling off the side stand. Though the lens was shattered and the housing scraped, the turn signal was so robust it stayed perfectly round and the replacement lens just dropped in. The bent lever probably could have been bent back without breaking, but to play it safe we rode with it bent until it could be replaced. Six bucks for a lever — wowee!

So back to our original question: What is a GT motorcycle? Does the name fit the Suzuki GT 380L? Maybe on two of four counts. Though no racer, it is fast point-to-point, colorful if not outstandingly stylish, firm yet not uncomfortably stiff, safe if the rider is sane. Taken as a point-to-point tourer, even counting its faults, the Suzuki 380 is the best two-stroke in its size/price range. ●

Specifications

Suggested retail price	$1295. (west coast)
Wheelbase	53.4 in.
Ground clearance (min)	6.1 in.
ENGINE (3 cyl. 2 stroke piston port)	
Displacement	371cc
Bore x stroke	54 x 54mm
Compression (corrected)	6.7:1
Horsepower (claimed, SAE NET)	37 HP @7500 RPM
Torque (claimed)	27.6 ft-lb. @ 6000 RPM
Dry Weight (claimed)	377 lb.
STEERING GEOMETRY	
Rake	29 degrees
Trail	4.6 in.
Fuel Consumption	best 43.2 MPG, worst 37.6 MPG
Fuel capacity	4.0 gal.
Touring range (to reserve)	approx. 120 mi.
Tires	Front 3.00 S 19, Rear 3.50 S 18

(note: For 1975, specs will be nearly identical except for changes in paint and styling.)

AMC TWO DAY
CARLSBAD

SENSATIONAL SUNDAY SERIES

On the World Championship course
September 29 & October 6

$50 BONU$ BUCK$

for each pro class high point winner of both days combined

FANTASTIC TROPHIES

over 3½ ft. tall to each class high point winner of both days combined. Spectacular engraved wall plaques awarded to all riders who complete both days of racing.

Pros $10 — 100% payback; $8 all other classes
30% trophies each day — Non members $2 Extra

$3,000 MEDICAL COVERAGE

714-532-3923

CRC
714-688-1291

Rawhide Grand Prix

Each class races 2 hours. 30% Super Trophies & finisher pins. 4 ft. Club Participation trophy. Free overnight camping. Post entry $12. Long course — no pavement. Gate fee $2.

Elsinore, Calif.
Sunday, Sept. 29

0-200cc 8:00 a.m.
250cc 10:30 a.m.
Open class 1:00 p.m.

Half Price to all Ensenada Grand Prix Entries

CRC Family Fun

2nd Annual
Pucker Bunny Family Enduro
Red Mountain
Sunday, Oct. 13

2 loops — approx. 70 miles. First loop easy — second loop challenging. A, B, & C riders welcome. 20% Trophies & Pins. Minis, Powder Puff & C riders under 16 ride 1 loop for 40% Trophies.
Mail $8.50 & 2 self addressed stamped envelopes to: CRC, 6625 Dorinda, Riverside, CA 92503. Two & three man teams add $1.00 per rider. No charge for Parent/Child & Husband/Wife team. 1 per family.

info: 714-688-1291

Second Annual
Cal State 100 Enduro
by The Double Crossers
October 6

limed from Lucerne
AMA Dist. 37 points
Entry Fee: $8.50
Send entry with two S.A.S.E. to:
Double Crossers M/C
1133 Sierra Ave., Santa Ana, CA 92707

info: 714-557-0754

entries open: Aug. 31, close: Sept. 30
Call for team entry info.

CRC
District 37 Hare Scrambles
October 6
Red Mountain
714-688-1291
It's not cancelled
Be there

AMC
Race Schedule
Sept. 29 — Carlsbad
Oct. 6 — Carlsbad
Oct. 13 — Saddleback
Oct. 20 — Rawhide
Info: 714-532-3923

NRA Motocross
September 29
Indian Dunes
Shadow Glen Course
30% Trophies to Sportsman
Cash to Pros No Membership Req.

714-688-1291
805-259-8000

Every Friday Night Motocross O.C.I.R.
AMC

Carlsbad Team Motocross
October 20
714-689-6114

REGULARLY SCHEDULED EVENTS

This section is now a free calendar service. To list your regularly-scheduled event, use the Free Calendar Listing blank on these pages, fill it in completely and be sure to earmark it for "Regularly Scheduled Events." Your event will automatically appear in this section every week until cancelled. Listings and cancellations should be addressed to the Calendar Editor.

"On Any Sunday"

MOTOCROSS
Valley Cycle Park, Hwy 23 & Tierra Rejada Rd., So. of Moorpark, CA. All classes, sil. rqd. See indiv. date for details. 805/529-9546.

TT SCRAMBLES
Valley Cycle Pk., Hwy. 23 & Tierra Rejada Rd., So. of Moorpark, CA. No cards rqd., all classes. Must have sil. & number plts. Ex. p.b. Prac. 9 a.m., race 10. 805/529-9546.

MOTOCROSS
Rawhide Park, Elsinore, CA. All classes. 714/689-0871. See also indiv. date listing.

MOTOCROSS
Escape Country, Trabuco Cyn., CA. San Diego Fwy El Toro exit, E. 13 mi. First day thru Open classes, memb. rqd. Open 7 a.m., race 9. 714/586-7964.

MOTOCROSS
De Anza Park, E. of Riverside, CA on Hwy 60, Theodore exit. Sign 7:30 a.m., race 9. $5 all classes. 714/653-2633 or 735-1301.

1st & 3rd Sunday

STREET RIDE
From Triumph Suzuki of Pomona, CA on Holt Ave. btw. Towne Ave. & Indian Hill Blvd. Sunday rides to anywhere, any freeway legal m/c welcome. 714/623-4431.

Fourth Sunday

BENEFIT MX
395 Cycle Park, Adelanto, CA. Proceeds to Adelanto Fire Dept. 100% finisher brass. Sil. rqd. Sign 7 a.m., race 9. 714/244-4116 or 246-6109.

Every Tuesday

OPEN MX PRACTICE
Saddleback's Rcwy. at OCIR, Irvine, CA. $2 per bike. Open 10 a.m., close 5 p.m. 714/559-0581.

CLASS A SPEEDWAY
Ventura Co. Fgds., off Ventura Fwy. Open 6:30 p.m., race 8:15.

Every Wednesday

R.A.C.E. SHORT TRACK & TT
Corona Rcwy., Corona, CA off Hwy 91. Entry $5 one event, $7 two. 7:30 p.m. start. 714/735-1705.

NIGHT SHORT TRACK & TT
El Toro Spdwy., Calif. I-405 to El Toro exit. Minis thru Open. Gates open 5 p.m., race 7:30. 714/530-0324.

CMC NIGHT MOTOCROSS
Ascot, Gardena, CA. Rider med. cov. 200% pro p.b., Jr/Int. ride 3 motos, mini class (-16). $5 entry at track. Pits open 4:30 p.m., prac. 6, race 7:30. 213/321-1610 or 323-9710.
Sept. 25 final race of 74 season.

CMC NIGHT MOTOCROSS
South Bay Pk. Spdwy., Otay Mesa, Chula Vista, CA. 200% p.b. to pros. Sign 4:30 p.m., race 7:30.

Every Thursday

CLASS A SPEEDWAY
Irwindale Rcwy., Irwindale, CA. Spectators $3/$2/$1 Adults/Juniors/Kids. Under 8 free. Program begins 8 p.m.

HS MX
OCIR MX circuit, Irvine, CA off I-5. Open to any HS student with Stud. Body card. Qualifiers for Trans-AMA final. Open 5 p.m., race 7. 714/559-0580.

R.A.C.E. NIGHT MX
Corona Rcwy., Corona, CA off Hwy 91 to Pierce or Magnolia. Beg., Nov., Int., Ex., Minis & Very Virile Vets. 30% brass, 100% Ex. p.b. Open 6 p.m., race 7. 714/689-1913.

Every Friday

CLASS A SPEEDWAY
Orange County Fgds., Costa Mesa, CA. Open 6:30 p.m., race 8:15.

D-36 TT SCRAMBLES
Lodi Cycle Bowl, Lodi, CA. All classes & minis, Class C trac., sil. rqd. Hi Point series, Black Plts. free. Sign by 7 p.m., race 7:30. Stockton Scramblers 209/368-7182.

R.A.C.E. MX
Corona Rcwy., Corona, CA off Hwy. 91. 30% brass, 100% Ex. p.b. 1.7 mi. course. 7:30 p.m. start. 714/735-1705.

AMC NIGHT MX
Orange Cnty. Int'l. Rcwy., Irvine, CA. 200% Pro p.b., 30% brass. Entry $5, all cl., non-memb. $2 extra. $3000 rider med. cov. Open 5 p.m., race 7:30. 714/532-3923.

CMC NIGHT SCRAMBLES
West Capitol Spdwy., Sacramento, CA. Open tract., all classes & minis. 2 pitmen only, in whites. Open 4 p.m., race 8. 30% brass. 916/481-4488.

SIDEHACK MX
OCIR, Irvine, CA off I-5. Entry $5, $2 gate. Open 5:30 p.m., race 7:30. 714/559-0580.

D-36 SCRAMBLES
Vallejo Spdwy., Vallejo, CA. Class C tract., sil. rqd. Over 92 db, no ride. Sign 5 p.m., race 6:30. All classes & minis. 707/644-0741.

AME NIGHT MX
Indian Dunes, Valencia, CA. International Course. First race 8 p.m. 805/259-8000.

CMC NIGHT MX
Irwindale Rcwy., Irwindale, CA. Entry $5, 200% pro p.b. Open 4:30 p.m., race 7:30. CMC lic. rqd., $3,000 med. cov. 213/334-4949 or 714/557-3323.

NMA NIGHT MINI MX
Indian Dunes, Valencia, CA. Sign 6:30 p.m.

D-36 NIGHT SHORT TRACK
Fremont Rcwy., Durham Rd. off Nimitz Fwy., Fremont, CA. Class C trac., sil. rqd. All classes, open 4 p.m., race 6:30. 415/327-4461.

Every Saturday

S.A.M. MX
Saddleback Pk., Orange, CA. No memb., no mil entry. $6 post. Ex. 2 x 40 min. motos, others 3 x 20 min. 100% Ex. p.b. Open 7 a.m. 714/979-9233.

MOTOCROSS
Tide Creek, 7 mi. No. of St. Helens, WA. Hwy 30. Prac. 1 p.m., race 2. 397-4490.

OPEN PRACTICE
MX & Spdwy., Saddleback's Rcwy., OCIR, Irvine, CA. Also Stu Morley Spdwy. sch. Open 10 a.m., close 5 p.m. 714/559-0581.

CMC NIGHT MX
Woodburn Dragstrip, 1½ mi. W. of Woodburn, OR. I-5 exit. 100% Ex. p.b. Open 5 p.m., race 7. 503/654-1369 or 982-4461.

TT SCRAMBLES
Perris Rcwy., Perris, CA. Must be over 18 with ID or have notary card on file. Sign 6:30 p.m., prac. 7:30. 714/657-3678.

D-31 NIGHT MX
Arizona Desert Rcwy., 9 mi. W. of Avondale, AZ on Hwy 80 to Airport Rd. $500 Ex. purse, 1½ mi. lap. Prac. 5:30 p.m., race 7. 602/252-1900.

MOTOCROSS
Rawhide Pk., E. of Elsinore, CA. Hwy 74. No memb. rqd., all classes, 30% Brass. Race $5, watch $2. Sign 11 a.m., race 1 p.m. 714/689-0871.

D-36 NIGHT SCRAMBLES
Fremont Rcwy., Durham Rd. off Nimitz Fwy., Fremont, CA. Class C tract., sil. & k.b. rqd. All classes, no minis. Open 4 p.m., race 6:30. 51415/327-4461. Runs through Sept. 28.

TT SCRAMBLES
Elsinore Rcwy., Elsinore, CA. Hwy 71 & Lugona Av. Ride/Watch $3/$1.50. Sil. Rqd. Camp free & prac. Sunday $1.50, sign 6 p.m., race 8. 714/826-2386 or 674-3658.

MOTOCROSS
Carlsbad Rcwy., Carlsbad, CA. Two 25 min. Ex. motos, 30 minute practices. Open 7:30 a.m., Tech. insp. & racing begins 9:30 a.m. Rolf Tibblin MX Club. 714/724-8091.

SRA DIV. 2/3 SPEEDWAY
Indian Dunes, Hwy. 126, Valencia, CA. 8 p.m. start, full D2/3 program. 805/259-8000.

CMC SPORTSMAN SHORT TRACK
Cycleland Spdwy., 14 mi. So. of Chico, CA, Hwy. 99E & Gage Shippee Rd. CMC, D-36 memb. rqd., also 3 plates. Sixth mi. oval, no Class C Experts. 100 Nov., 200/250/360. Sign 5:30 p.m., prac. 7, race 8. 916/342-9302.

D-36 SEMI PRO NIGHT MX
Live Oak Rcwy., Live Oak, CA. 9 mi. No. of Yuba Caty on Hwy 99, W. on Pennington Rd., 2 blks. & No. of track. Lim. entry, Sil. & spark arr. rqd. Entries to 541 Main St., Yuba City, CA 95991. Sign 4 p.m., race 6:30. 916/673-1090 or 673-7767. Runs Sat. nights thru Oct. 26.

MOTOCROSS
De Anza Park, E. of Riverside, CA on Hwy 60, Theodore exit. Sign 7:30 a.m., race 9. $5 all classes. 714/653-2633 or 735-1301.

MOTOCROSS
Escape Country, Trabuco Cyn., CA. Open 7:30 a.m., prac. 8, race 9:30. Membership rqd. 714/586-7964.

CALENDAR

Calendar listings are a free Cycle News service. Check on an event by calling the phone number listed before going. Information, changes, and cancellations are the sole responsibility of the promoters. All information MUST be in writing. We will not accept calendar items without the name and current phone number of the person sending us the information. We are absolutely not responsible for any information given over the phone. We reserve the right to edit all calendar listings and to reject information not meeting our guidelines. All calendar items must arrive by noon Thursday for the following week's issue.

Biggies & Schedules

1974 AMA National Championships

9/29 M	Albany, CA
10/6 RR	Ontario, CA
10/12 HM	Gardena, CA

1974 AMA National Enduros

10/6	Black Coal Evansburg, IN
10/13	100 Mi. Central Village, CT
10/27	Cotton Boll Amarillo, TX
11&3	125 Mi. Chckpt. MC Whittier, CA
11/10	125 Mi. Cadix, KY
11/7	125 Mi. Tulsa, OK
11/24	125 Mi. Perry Mtn. Maplesville, AL
12/1	Steel Helmet Potosi, MO

AMA National Trials Championship

10/20	Colo., R.M.T.A.
10/26	Kansas, A.V.T.A.
10/27	Okla., N.O.T.A.

Pacific N.W. Road Race Schedule

9/29	Westwood B.C., Canada

1974 Y-AMA Mini National Championship

9/28 TT SCR Ruidoso, NM
11/28-29 MX Phoenix, AZ

1974 Moto-AMA Sidecar MX Series

10/6	Ravenna, OH
10/13	Whitney, TX
10/20	Moorpark, CA
10/27	McCleary, WA
11/3	Livermore, CA
11/10	Phoenix, AZ

AFM Road Race Provision Schedule

10/13	Sears Point
10/20	Riverside
11/3	Sears Point
11/9-10 or 11/16-17	Ontario (2 day mtg.)
11/24	Sears Point
12/8	Riverside

PNTA Trials Schedule

10/6	Reg. 3 Bellingham, WA
10/6	SWAT Larch Mt., WA
10/13	Reg. 3 Open
10/20	Reg. 1 Henry Koepke Memorial Trial
10/27	Reg. 2 Local
11/10	Reg. 3 Open
11/17	SWAT Larch Mt., WA
12/8	Reg. 3 Open

Info: 503/656-4707, 636-6759, 649-4034

1974/75 Arizona Trials Schedule

9/21-22	CAT, Phoenix
9/29	SATA, Tucson
10/6	CAT, Phoenix
10/27	SATA, Tucson
11/3	CAT, Phoenix
11/17	CAT, Phoenix
11/24	SATA, Tucson
12/8	CAT, Phoenix
1/5	CAT, Phoenix
1/19	CAT, Phoenix
1/26	SATA, Tucson
2/2	CAT, Phoenix
2/16	CAT, Phoenix
2/23	SATA, Tucson
3/2	CAT, Phoenix
3/16	CAT, Phoenix
4/6	CAT, Phoenix
4/27	SATA, Tucson
5/4	CAT, Phoenix
5/25-26	SATA, Tucson

CAT = Central Arizona Trials.
SATA = Southern Arizona Trials, Assn.
Info: 602/988-1489.

1974 International Calendar

TRIALS

9/22	Czechoslovakia
9/29	Switzerland

September 23-29

CALIFORNIA STATE MOTORCYCLE WEEK
Go ride a motorcycle.

September 25-29

ASPENCADE RALLY
4th Annual, parade, BBQ, mini championship races. Til Thompson, P.O. Box 970, Ruidoso, N.M. 88345.

September 27-29

S.C.O.R.E. AC-DELCO OFF ROAD RACE
Riverside Rcwy., E. of Riverside, CA. Hwy 60. $50,000 guar. purse. Bikes run separate course from 4-wheelers. Prac. Fri., qualify Sat., 4 main events Sun. 213/437-0466.

Friday, Sept. 27

D-35 SCRAMBLES
Cor. Olive & Doyle Sts., Porterville, CA. 784-4564.

LIME RUN
Start Oceanside H-D, San Diego Cnty. Road Riders. 714/748-3637 or 748-1754.

D-36 NIGHT SCRAMBLES
Lodi Cycle Bowl, Lodi, CA. Stockton Scramblers Hi Point Series. All classes & minis, Class C tract., Blk. plts. FREE. Sil. rqd. Sign 5 p.m., race 7:45. 209/951-0294.

AMA PRO HALF-MILE
Ascot, 18300 Vermont, Gardena, CA. Full Nov/Jr/Ex half-mi. program. 8 p.m. start. 213/321-1610 or 323-9710.

September 28-29

CALIFORNIA 1000
3rd Annual "Tour of Tours." All new route for 1974. For entry, SASE to Los Angeles H-D/Yamaha, 2531 S. Main St., Los Angeles, CA 90007.

OVERNIGHTER
Arizona Ringed Roadrunners MC. 602/838-0127 or 278-6620.

REDWOOD TOUR
Field events, bike judging, fishing, beer tasting contest. Napa Valley Travellers, 5468 St. Helena Hwy., Napa, CA 94558. 707/226-7239.

Saturday, Sept. 28

D-36 NIGHT SHORT TRACK
Chris Beck Arena, Sonoma Cnty. Fgds., Santa Rosa, CA. All classes, no minis. Class C tract. one bike per rider. Sign 4 p.m., race 6:30. North Bay MC 707/795-0313.

MINI MX
Arizona Desert Rcwy., 9 mi. W. of Avondale, AZ on Hwy 80 to Airport Rd. AMA sanc. part of 5 race point series, Grand Prize Chaparral 80 MX. Other prizes. 602/252-1900.

D-36 SHORT TRACK
Stanislaus Cnty. Fgds., Turlock, CA. All classes & minis. Consol. race, time permitting. Sign 4:30 p.m., race 7. 209/634-3202 or 529-1620.

INDOOR SHORT TRACK
Benton Cnty. Fgds., Corvallis, OR. Classes to 360cc & minis. Sil. rqd., 3 plts., covered pegs. No knobbies. Sign 6:30 p.m., race 8. 503/753-0923 or 926-1126.

SRA U.S. SPDWY. CHAMPIONSHIP QUALIFIER
Cal Expo, Sacramento, CA. 3rd Round of 4 qualifiers, first time in NorCal. Start 8:15 p.m. 916/885-8649.

TV SPECIAL — WORLD SPDWY.
CBS Sports Spectacular coverage of World Speedway Final, Gothenberg, Sweden. Check local listings for time and station.

Sunday, Sept. 29

AMA NATIONAL MILE
Golden Gate Fields, on San Francisco Bay, 5 mi. No. of Bay Bridge on Hwy 80. $21,000 purse. Mail order seats avail. Box & 1st level res., $9/2nd lev. $7.50. Kids under 12 half price, SASE & 40 cents mailing fee to MediaMax, P.O. Box 41407, Sacramento, CA 95841. Tkts. now avail. statewide at Ticketron. Prac. 10:15 a.m., qual. 11:30, race 1:30 p.m. 415/526-3020.

STATE CHAMP. HARE SCRAMBLES
DRA/Anaheim Hi-Siders, 17 mi. No. of Adelanto, CA. 2 x 30 mi. loops, 20% brass, fin. pins, SCAT Comm.4 wh. rescue. Amb. 9:30 a.m. start. 714/373-4647.

D-28 MOTOCROSS
West Delta Pk., Portland, Or. Far West MC, 11919 SE Liebe, Portland, OR 97216.

D-28 ENDURO
Lees Camp, Or. Mt. Scott MC, Rt. 2, Box 113, Estacada, OR 97023. 659-0207.

D-27 SCRAMBLES
Jolly Rogers Club Grds., Seattle, WA. Jolly Rogers MC. GR2-5339.

AMC MOTOCROSS
Carlsbad Rcwy., Carlsbad, CA. World Championship course. Pros $10, 100% p.b., others $8, 30% brass. Cash & trophy awards to hi pointers in class for 2 day series. Wall plaques for finishers in both races. $3000 rider med. cov. 714/532-3923.

TOOOR TT
Perris Rcwy., Perris, CA. For people who don't like to fall down. All 3-wh. classes incl. Hondas. Wahoo. 805/944-2304, $300 purse, even.

NRA MOTOCROSS
Indian Dunes, Hwy. 126, Valencia, CA. Shadow Glen circuit. 9:30 a.m. 805/259-8000.

BENEFIT TT & MX
Valley Cycle Park, Hwy. 23 & Tierra Rejada, S. of Moorpark, CA. Benefit for Dave Brown. Raffling Hus 450CR. Old Timers/Dirt Diggers host clubs. Tkts. $2. 213/390-3406.

POKER RUN
Golden Knights MC, Box 813, Goldendale, WA 98620. Camping avail. 773-5627.

POKER RUN
McChord Roadrunners MC, P.O. Box 44216, Spanaway, WA 98444. 863-1347.

MOTOCROSS
Fly-N-Raceway, Thermal, CA. Hwy 86 from Coachella to Airport Blvd., left to sign. First race of new season. All classes, free camping, redesigned track. Sign 7:30 a.m., race 9. 714/347-3185.

CMC MOTOCROSS
Plymouth Int'l. Rcwy., Plymouth, CA. Nov/Int. $6 mail/$8 post, 30% brass. Ex. 100% p.b. $15 post only. Also beginner classes. Open 6:30 a.m., race 9. BOSS MX, 2438 El Lujo, Rancho Cordova, CA 95670. 916/362-2796.

PLONKERS ATA TRIALS
Rawhide Park, Hwy 74 btw. Perris & Elsinore. $3 gate fee/bike, camp free overnight. Sign 9 a.m., riders mtg. 10. 714/539-4198 or 537-5070.

D-36 BENEFIT TT SCRAMBLES
Washoe Cnty Fgds., Reno, NV. Benefit handicapped children. Sil. rqd., Class C tract. Sign 9 a.m., race 1 p.m.

D-37 HARE & HOUND
Limed from 4 Corners, CA. 2 loops, 78 mi. total. Trail Nov. all way. $6 entry. Rescue 3. 9 a.m. Am/Ex start. Shamrocks MC, 213/361-6683.

AME MOTOCROSS
Indian Dunes Park, Valencia, CA. Sil., memb. 3 plates all rqd. Open 6:30 a.m., prac. 8, race 9. 213/675-1922 M-F 1-6 p.m.

CMC MX
Saddleback Park, Irvine, CA. Open 6:30 a.m., first race 9 a.m. Memb. rqd. Mail entries to CMC by Fri. a.m. Box 1402, Costa Mesa, CA 92626.

D-31 MX
Mayer Rcwy., Mayer, Az. Contact 2214 Heatherbrae Dr., Phoenix, Az. 86301. 602/240-0161.

CMC MOTOCROSS
Sears Point Rcwy., Hwys. 37 & 121, Sonoma Cnty., CA. 30% brass. 150% p.b., Pre. entry close Fri. before race. P.O. Box 41233, Sacramento, CA 95841. Open 7 a.m., race 9:30.

SEWRA/JAYCEE MX
2 mi. So. of Lingle, Wyo. on Hwy 156, route marked. 100% A rider p.b. 11 a.m. start. 307/532-4588.

CRC RAWHIDE GP
Rawhide Pk., Elsinore, CA. 2 hr. race ea. class, 30% brass, fin. pins, club part. trophy. Free camping, long course, no pavement. Pre-entry $10 & 2 SASE to 6625 Dorinda, Riverside, CA 92503. Post $12. Under 18 notorized permission. First race 8 a.m. 714/688-1291.

D-36 TT SCRAMBLES
Carnegie Cycle Pk., Tesla Rd., nr. Livermore, CA. (Corral Hollow Rd. from Tracy). All classes & minis. Class C tract., gear high, Black plts. free. Open 9:30 a.m., race noon. 415/348-2230 or 447-9027.

October 5-6

AMA NATIONAL ROAD RACE CHAMPION MC CLASSICS
Ontario Int'l. Spdwy., Ontario, CA. Nov/Jr/Ex. Sign 5-8 p.m. Thur., Reg. & Prac. Fri. Qualifiers, Nov., Ltwt/Hvywt. Prod. races Sat., Jr. 50 mi. & Nat'l. 2 x 100 mi. Sun. Nat'l. purse $32,000, Prod. race purse $1200.

OKTOBERFEST
Annual BMW Rally, San Diego, CA. Guided tours, field events, dinner party & trip to Mexico. Donation: Mail $6/Post $7. Mail deadline Oct. 1. Beth Baker, San Diego BMW Club. 4642 Mt. La Platta Dr., San Diego, CA 92117. 714/284-4620 or 277-1781.

DRA CALIFORNIA CITY GP
California City, CA. Memb. not req'd, but send copy of current classif. card or ride Pie Plate Ex. Dual DRA points, $1,000 cash, 20% brass. Course desert, trail, asphalt. Sat. Oct. 5, all Beg-PP-min-3 wh. 60 mi. Sun. Oct. 6, Nov. 80 mi., Am-Ex. 100 mi. Lim. 350 riders per race. Entry $12 DRA/$14 non/memb. 2 SASE to P.O. Box 2605, California City, CA 93505. 714/373-4647.

Saturday, Oct. 5

D-36 SEMI PRO SHORT TRACK
Antioch Spdwy., Antioch, CA. Prac. 6:30 p.m., race 8.

NIGHT SHORT TRACK
Indio Fgds., Indio, CA. Hwy 111. Open tract., sptsmn brass, lst 3 pl., 200% Ex. p.b. rider med. cov. Sign 6 p.m., race 8:30. 714/398-0845.

D-36 SHORT TRACK
Stanislaus Cnty. Fgds., Turlock, CA. All classes & minis. Consol. race, time permitting. Sign 4:30 p.m., race 7. 209/634-3202 or 529-1620.

D-36 BEARFOOT ENDURO
Lake Edson, CA. E from Georgetown. Entry $8, $3 ex. for 3-man team. D-36 blank & 2 SASE to Richmond Ramblers MC, P.O. Box 484, Sta. "A", Richmond, CA 94808. Lic. plt. or green stickie, spark arr. rqd. U-check scoring, fin. patches, appr. 90 mi. gas on course. First rider out 8:01 a.m. 916/967-9249.

Sunday, October 6

TRANS-AMA MX
Unadilla, New Berlin, N.Y. 500cc Int'l, 250cc Support. $19,600 posted.

MOTO-AMA SIDECAR MX
Ohio Int'l. Rcwy., Ravenna, OH. OIR Assoc., 422 W. Main St., Ravenna, OH 44266. 216/297-0090.

C.T.A. TRIALS & SCHOOL
Saddleback Park, Orange, CA. Beginner/Novice classes. Trailbikes OK. Competition after school, 20% brass. Trial $5, School $1.50. Sign 8:30 a.m., school 9:30, trial after. 714/832-2770 after 5.

D-37 CAL STATE 100 ENDURO
Limed from Lucerne, CA on Camp Rock Rd. Lim. entry 400 riders. $8.50 & 2 SASE Double Crossers MC, 1133 Sierra Ave., Santa Ana, CA 92707. D-37 blanks only. Dwg. Sept. 30, 8 p.m., Lord Henry's, Los Alamitos. Key time 8 a.m., 4 riders/minute. Team entries & further info call 714/557-0754.

MSMRA MX
Malmstrom AFB, Great Falls, Mont. Montana Championship points race, Novice brass, guar. Ex. purse $500. Sign 8 a.m., race 11. 406/452-3220.

MINIS TT & FT TROPHY DASH
Atlantic Pk., Garden Grove, CA. Fwy 22 Magnolia exit, So. to Westminster. Sign 9:30 a.m., race 10:30. 714/842-9778.

AME MX
Valley Cycle Pk., Hwy. 23 & Tierra Rejada Rd., So. of Moorpark, CA. Sil. & 3 plts. rqd. Ex. p.b. Open 7 a.m., prac. 8, race 9. 213/675-1922 or 805/529-9546.

HOPETOWN
Entries are open now
Beat the rush Nov. 2 & 3

Three-wheel Organization Of Owners & Racers
9659 E. Ave. S-6, Littlerock, CA 93550 805-944-2304
For additional info call Lynn Kelsay, TOOOR National Director

Sunday, Sept. 29 TOOR presents

Three Wheel Racing at Perris Raceway

$300.00 Guarantee — Plus $15.00 per modified entry
Hondas Welcome Special Honda classes
¼ Mile and ½ Mile TT Scrambles
Signups 9:30 — 11:30 a.m. Start time 12:30 p.m.
Stock classes — $5.00 plus pit pass
Modified race for MONEY MONEY MONEY — $20.00 plus pit pass
TROPHIES FOR STOCKS
Take Hwy. 395 to downtown Perris STOP and go 1½ miles west on Hwy. 74. Follow Perris Raceway signs on the right.
$3,000 Medical Coverage at all TOOR events

Pomona Valley Desert Riders
Turkey Shoot Enduro
Nov. 24, 1974 8:00 AM
First Rider out at 8:01 AM
70 easy miles
A Time Keepers Enduro
C Powderpuffs — Minis (0-80cc)
First Loop Only (due to distances).
All other riders both loops.
$5.00 One Loopers — $7.00 Two Loopers
Post — $6.00 and $8.00
Family Type Teams — pay Entry Fee only
Two & Three Man Teams — $1.00 extra per rider
Super large Finisher Pins
20% Trophies
Drawing at Finish
Starting Minutes by Post Mark
Follow lime east of Lucerne
(not at Soggy Dry Lake)
Mail entry and two legal size SASE to:
PVDR
P.O. Box 282, Montclair, CA 91763
For more info call
"Dave" 714-626-7696

Good Time Enduro Oct. 20
Charley's Place
off Trona Road

Easy family run

To encourage family riding there will be no penalty for A, B, and C riders for late arrival at any checkpoint on the first loop. Plus — there will be a long break between the first and second loops. FREE Popcorn and treats at a giant community campfire SATURDAY NIGHT. C'mon out early and join the FUN! Mail Entry — include 2 self addressed envelopes. TWO LOOPERS $8.50. ONE LOOPERS $6.50 (women and kids under 16). POST ENTRY $10. Parent-child, husband-wife teams no extra. 2 & 3 man teams add $1 per rider.

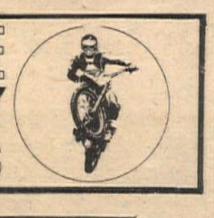
INFO call (213)787-5208, 421-9179, 988-2967

DRA Desert Racing Assn.
the Anaheim High-siders State Championship Hare Scrambles
2x30 mile loops Beg-Nov-Am-Ex
Sept. 29
20% Trophies — Finisher Pins — DRA Points — Sign Up Sat & Sun a.m. — Start 9:30 a.m. — Complete four wheel rider and bike recovery. No Charge. — Limed 17 miles north of Adelanto on Hwy 395 right side. — S.C.A.T. Radio — 4 wheel Ambulance, Catering, Photos
714-373-4647

Entries still open
See last week's Cycle News for entry blank
DRA Desert Racing Assoc. Presents
California City Grand Prix-74
(the last of the real Grands Prix)
$1500 cash & contingencies
DRA California City Grand Prix
P.O. Box 2605
Calif. City, CA 93505
Info: 714-373-4647

NOW!! A Desert Racing School
New to racing desert — Short cuts to proficiency in riding, maintenance, & mental attitude. All under the guidance & instruction of Silver Cup winner Jack Orndoff and Desert Moto-X Ace Jeff Wright.
Saturday, Sept. 28, 12:00 p.m.
DRA member $5. Non member $10. Special introductory offer to new members includes Sept. 28 class, DRA membership & entry in Sunday race: All for $20.
info: 714-373-4647

IRWINDALE RACEWAY
EVERY FRIDAY NIGHT
MOTOCROSS



INDIAN DUNES PARK
600 acres — hills, streams, sand
Family riding 7 days — 7 a.m. 'till dark
Moto-X races every Sunday
2 miles west of Interstate 5 on Highway 126 at Castaic
(805) 259-8000

CALENDAR

BCA MOTOCROSS
Indian Dunes, Valencia, CA. Hwy 126. Shadow Glen circuit, 9:30 a.m. 805/259-8000.

AMC MOTOCROSS
Carlsbad Rcwy., Carlsbad, CA. World Championship course. Pros $10, 100% p.b., others $8, 30% brass. Cash & trophy awards to hi pointers in class for 2 day series. Wall plaques for finishers in both races. $3000 rider med. cov. 714/532-3923.

CRC MOTOCROSS
Rawhide Park. 714/688-1291.

D-37 HARE SCRAMBLES
Red Mtn., CA. CRC, 714/688-1291.

CMC MX
Saddleback Park, Irvine, CA. Open 6:30 a.m., first race 9 a.m. Memb. rqd. Mail entries to CMC by Fri. a.m. Box 1402, Costa Mesa, CA 92626.

D-36 SHORT TRACK
Pioneer Arena, 9600 Pioneer Ave., Oakdale, CA. Class C tract., sil. rqd., full leathers. All S.T. classes. Sign 4:30 p.m., race 7. 209/869-1457.

BENEFIT POKER RUN
Proceeds to the blind. Raffle, entertainment, beer, camping. First prize Honda 750. Sign 7 a.m., to 10 a.m. at Suzuki Sports Center, Saviers Rd., Oxnard, CA. SCMA sanc. One Big Family MC, 805/488-2619.

D-37 TT SCRAMBLES
Valley Cycle Pk., Hwy. 23 & Tierra Rejada Rd. So. of Moorpark, CA. 5/8 mi. course. All classes, O.T.s & hacks welcome. Silencers mandatory. Sorry, no camping. Open 7 a.m., race 9. Simi Valley MC, 805/526-6408.

D-36 MOTOCROSS
Sand Hill Ranch, Camino Diablo nr. Livermore, CA. All classes. 100 Ex. p.b., others 30% brass. Sil. rqd., no motors to start before 8 a.m. Open 7:30 a.m., race 9. 415/689-6722 or 634-3328.

MX — MEXICO
Autopista Lopez Mateos, 5 mi. from Mexicali, BC, Mexico on Tijuana Hwy. Novices $3 for same day brass, mini-100-125-250s, $5 for points/prizes. 12 Noon start. 903/762-9317.

D-36 HILLCLIMB
Carnegie Cycle Park, Livermore, CA. Minis included. $4 entry. 11 a.m. start. Campbell MC 408/225-1259.

AME MX
Spillway Park, Santa Maria, CA. Hwy 101 Broadway exit. 100% p.b. 805/937-4043 or 925-0940.

D-37 ENDURO
Limed from Lucerne, CA. Entries $8.50 to Double Crossers MC, 1133 Sierra Ave., Santa Ana, CA. 92707. Closes Sept. 30. 714/557-0754.

D-36 MOTOCROSS
T-Car Spdwy., Carson City, Nv. Behind Stewart Indian School. All classes, blue plates ride free. Camping OK, plenty gas. Open 7 a.m., race 9. 702/882-5030.

D-36 SPTSMN. HALF-MILE
Orland Fgds., Orland, CA. Champ. series final. Nov/Jr/Ex plus minis. Ride $3, ins. $1. Rain date Oct. 13. Open 7 a.m., prac. 10. Aragon MC 415/892-5350.

Friday, Oct. 11

GOLDEN WEST INVITATIONAL AMA NOV/JR HALF-MILE
Ascot, 18300 Vermont, Gardena, CA. Top AMA Novices & Jrs. nationwide, by invitation. Plus Ex. TT. 8 p.m. start. 213/321-1610 or 323-9710.

Saturday, Oct. 12

AMA NAT'L. HALF-MILE NIGHT
Ascot, 18300 Vermont, Gardena, CA. $14,000 purse plus lap money. 8 p.m. start. 213/321-1610 or 323-9710.

INDOOR SHORT TRACK
Benton Cnty. Fgds., Corvallis, OR. Classes to 360cc & minis. Sil. rqd., 3 plts., covered pegs. No knobbies. Sign 6:30 p.m., race 8. 503/753-0923 or 926-1126.

D-36 SHORT TRACK
Stanislaus Cnty. Fgds., Turlock, CA. All classes & minis. Consol. race, time permitting. Sign 4:30 p.m., race 7. 209/634-3202 or 529-1620.

D-37 HARE & HOUND
Check Chase — River Run, 150 mi. limed from 29 Palms, finish Parker, AZ. Lim. entry. $10 & 2 SASE to Checker MC, c/o Terrycable, P.O. Box 1321, Hesperia, CA 92345. 714/244-3139.

Sunday, Oct. 13

TRANS-AMA MX
Honda Hills, Linnville, OH. 500cc Int'l., 250cc Support class. $19,300 posted.

MOTO-AMA SIDECAR MX
Lake Whitney Cycle Ranch, Whitney, TX. P.O. Box 786, Whitney, TX 76692. 817/694-2901.

MDRA SILVER DOLLAR TEAM SCRAMBLES
Ponderosa, Ave. J to 143rd E., Lancaster, CA. 2 bikes, 2 riders, 30% brass, 80 mi. fin. pins. Free camping. $15 per team. Minis solo 40 mi. $7. start 8:30 a.m. 805/944-3344.

VAMPIRE RUN
You won't believe it. Special blood donation benefit run, complete with belly-dancers, acrobats, bag-pipers, Chinese dragon. L.A. Chapter Count Dracula Society, Maniacs MC & SRRA Outriders. No put-on, it's real! Maniacs MC, P.O. Box 543, Daly City, CA 94017. 415/755-8697.

D-37 TT
Elsinore Rcwy., Elsinore, CA. Sign 8 a.m., race 9. Sandak 714/870-5220.

AME MOTOCROSS
Indian Dunes Park, Valencia, CA. Sil., memb., 3 plates all rqd. Open 6:30 a.m., prac. 8, race 9. 213/675-1922 M-F 1-6 p.m.

AMC MX
Saddleback Park, Orange, CA. No mail entry, $5/$10 post, non-memb. $2 extra. $3000 rider med. cov. 30% brass same day, 100% Ex. p.b. Open 6:30 a.m., prace. 7:30, race 9. Sil. rqd. 714/532-3923.

NORCAL MINI MX
Marysville, CA. Under "E" St. Bridge. Ages 6-13. No pit riding, no bicycles, all dogs must be on leash. Ride $5, watch $2. Sign 8 a.m., race 11. 916/743-8774 or 674-3597.

ITA TRIALS & SCHOOL
Saddleback Park, Orange, CA. Sign 9 a.m., school 10 a.m., competition 12 noon, or sign up for trials only at 11:30 a.m. $5 trials, $2 school, Box 2313, Orange, CA 92669.

D-36 SHORT TRACK
Sand Hill Ranch, Camino Diablo nr. Livermore, CA. Sil. rqd., no motors to start before 8 a.m. All classes. Open 7:30 a.m., sign 8. 415/689-6722 or 634-3328.

DRAG HILLCLIMB
DeAnza Cycle Pk., E. of Riverside, CA. Hwy 60, Theodore exit. Stock & Modified classes, sil. & kill sw. rqd. Free camping. Sign 7-9 a.m. 714/653-5840 or 653-7979.

CRC MX
Valley Cycle Pk. 30% trophies, same day. Cash to Pros. No membership required. All classes. Info: 213/830-7519 or 714/688-1291.

D-36 WINTER ENDURO
Deer Crk. Campground, 5 mi. No. of Twain Harte, CA. Family area, cap. 1,000, no charge. Appr. 100 mi., U-check scoring. Green stickie, or lic. plt. rqd., spark arr. rqd. No gas, food or beer avail. at start. Lim. 500 riders, $7, teams $3 ex. Entry with 3 SASE to Sonora Pass MC, P.O. Box 259, Sonora, CA. 95370. Mail entries close & Dwg. Sept. 30. First rider out 8:01 a.m., 5 riders/min. 209/532-7722.

CRC PUCKER BUNNY FAMILY ENDURO
Red Mtn., CA. 2 loops, appr. 70 mi. first loop easy, 2nd loop challenging. 20% brass & pins, minis, puff & C riders under 16 ride 1 loop for 40% brass. Entry $8.50 & 2 SASE to CRC, 6625 Dorinda, Riverside, CA 92503. 714/688-1291.

D-36 SEMI-PRO MOTOCROSS
Santa Cruz Cnty. Fgds., Hecker Pass Rd., Watsonville, CA. All classes, incl. puff, O.T. 100% Ex. p.b. Sign 6:30 a.m., race 9:30. Ridgerunners MC, 408/475-3619.

CMC MOTOCROSS
Carlsbad Rcwy., Carlsbad, CA. Open 6:30 a.m., first race 9. Mem. rqd. Mail entries to CMC by Fri. a.m. Box 1402, Costa Mesa, CA 92626.

CMC ROAD RACE
OCIR, Tustin, CA. Santa Ana Fwy. to Sand Cyn. exit. Races for all classes, GP, Prod. & Cafe Racer. Sign 7 a.m., race noon. 213/842-7433.

Saturday, Oct. 19

CERA FOOLS GOLD V ENDURO
Black Oak Camp, 22 mi. E. of Georgetown, CA. Camping avail., moderate difficulty. Lic. plt. or green stickie rqd. Gas check halfway, appr. 50 mi. Lim. 500 riders, dwg. Oct. 4 Entries close Sept. 24. $6 memb./$8 non-memb., teams add $3. 3 legal size (9 x 4) SASE to CERA, P.O. Box 22, Alamo, CA 94507. 415/937-9971.

D-36 COWBELL ENDURO
Lake Pillsbury, CA. Spark arr. rqd., no pull, no hacks. Lim. 750 riders, entry $8, teams $3 ex., with 3 SASE to Hayward MC, 16636 Kent Ave., San Lorenzo, CA 94580. Entries close Oct. 4. Bring own gas, 4-H Club food avail. at start, noon check, finish. First rider out 8:01 a.m. 415/278-5352 or 483-6567.

Sunday, Oct. 20

TRANS-AMA MX
Road Atlanta, Gainesville, GA. 500cc Int'l., 250cc Support class. $20,000 posted. Pre-entry deadline Sept. 17.

MOTO-AMA SIDECAR MX
Valley Cycle Park, Moorpark, CA. 1801 Century Pk. West, Los Angeles, CA 90067. 213/277-4711.

C.T.A. TRIALS & SCHOOL
Saddleback Park, Orange, CA. Beginner/Novice classes. Trailbikes OK. Competition after school, 20% brass. Trial $5, School $1.50. Sign 8:30 a.m., school 9:30, trial after. 714/832-2770 after 5.

MINIS TT & FT TROPHY DASH
Atlantic Pk., Garden Grove, CA. Fwy 22 Magnolia exit, So. to Westminster. Sign 9:30 a.m., race 10:30. 714/842-9778.

TONTO 100 ENDURO
Tonto Nat'l. Forest, No. of Phoenix, AZ. Hwy. 87, limed from McDowell Rd. A & B riders, not recom. for Beg. Entry $12 (3-man team $3 ex.) & 2 SASE to Road & Trail Assoc., 2526 E. Sahuro, Phoenix, AZ 85028. Lim. 300 riders, entry closes Oct. 13. Must be Hwy legal. Key time 8 a.m. 602/258-8175.

HIGH DESERT 100
20 mi. E. of Bend, OR on Hwy 20. Seven classes. 30% brass. $100 to Overall winner. Pre-entry $15 till Oct. 1, name, addr, size & make bike, permission if under 21. Cascade MC, P.O. Box 11, Bend, OR 97701. Riders mtg. 9:30 a.m., race 10. Post entry $25. 503/389-3795.

SWAP MEET
Rose Bowl, Pasadena, CA. Seling spaces $5/$10. Reserv. CSH, P.O. Box 400, Dept. 23, Maywood, CA. 90270. Open 9 a.m. — 2 p.m. 213/588-7310.

NRA GP
Indian Dunes, Hwy 126, Valencia, CA. 45 min. races, 30% brass, Ex. $$$. Open 7 a.m., first race 9. 714/688-1291.

CMC MX
Saddleback Park, Irvine, CA. Open 6:30 a.m., first race 9 a.m. Memb. rqd. Mail entries to CMC by Fri. a.m. Box 1402, Costa Mesa, CA 92626.

AMC MOTOCROSS
Rawhide Pk., Elsinore, CA. memb. entry $5/$10 Jr./Sr. non-mem. $2 ex. Open 7 a.m. 714/532-3923. Entries pre $10/post $15. $5 ea. addl. class. Sign 8 a.m., race 1 p.m. MRA, 4286 Hooker, Denver, CO 80211. 303/458-1302 or 232-3600.

D-35 MOTOCROSS
Spillway Pk., Santa Maria, CA. Mini to 500/Open. $5 entry incl. ins. Sign 7:30 a.m., race 9. 805/937-4043 or 925-0940.

AME MX
Valley Cycle Pk., Hwy. 23 & Tierra Rejada Rd., So. of Moorpark, CA. Sil. & 3 plts. rqd. Ex. p.b. Open 7 a.m., prac. 8, race 9. 213/675-1922 or 805/529-9546.

CRC MX
De Anza Cycle Park, E. of Riverside, CA. 30% trophies, same day. Cash to Pros. No membership required. All classes. Info: 714/688-1291.

CARLSBAD TEAM MOTOCROSS
Carlsbad Rcwy., Carlsbad, CA. Int'l. course. 2 riders, 1 or 2 bikes. 2 hr. ea. class. 30% brass (2/team) Ex. $$$. 714/689-6114 Dave.

URA GOOD TIME FAMILY ENDURO
Charlie's Place, limed from Red Mtn., CA. To encourage family riding, no late arr. penalty for any A,B,C rider any check on 1st loop. 2 loops, 25/35 mi. Entry $8.50 2 loops, $6.50 1 loop & 2 SASE to URA, 6600 Gerald Ave., Van Nuys, CA 91406. Teams $1 ex./rider. 1st rider out 8:01 a.m. 213/988-2967 or 421-9179.

1974 Trans-AMA Motocross Schedule

Sept. 29	Copetown, Ontario, Canada
Oct. 6	Unadilla, New Berlin, NY
Oct. 13	Honda Hills, Linnville, OH
Oct. 20	Road Atlanta, Gainesville, GA
Oct. 27	Sports Stadium, Orlando, FL
Nov. 3	(Track TBA) St. Louis, MO
Nov. 10	Lake Whitney, Whitney, TX
Nov. 17	Puyallup Rcwy., Puyallup, WA
Nov. 24	Carnegie Pk., Livermore, CA
Dec. 1	Saddleback, Orange, CA

All races 500cc Int'l. Class, 250cc Support Class
AMA/FIM Sanction
Entry $12 Pre/$25 Post

D-36 SHORT TRACK
Pioneer Arena, 9600 Pioneer Ave., Oakdale, CA. Class C tract., sil. rqd., full leathers. All S.T. classes. Sign 4:30 p.m., race 7. 209/869-1457.

SRAC/MRA ROAD RACE
Adams Cnty. Fgds., Colo. Hwy. 85 to Brighton 15 mi. NE from Denver, Colo. Follow Fgds. signs.

Saturday, Oct. 26

BRA LAGUNA SALADA 200
Kilometer post 37, 22 mi. W of Mexicali, BC, Mexico. Five laps of two 20 mi. loops. Entry $200 plus insurance ($30 for bikes). BRA memb. rqd., BSC cards honored. Dwg. 8 p.m., Oct. 4, American Legion Hall in La Mesa, CA. Tech insp. Friday. Oct. 25, 8 a.m. — 4 p.m. at Hotel Lucerna, then til 8 p.m. at K37. No impound. Riders mtg. 7:30 a.m. race day (mandatory). Start 8:01 a.m. Awards 10 a.m. Sunday, Oct. 27 at Hotel Lucerna. BRA, P.O. Box 1803, Calexico, CA 92231. 714/352-3767.

INDOOR SHORT TRACK
Benton Cnty. Fgds., Corvallis, OR. Classes to 360cc & minis. Sil. rqd., 3 plts., covered pegs. No knobbies. Sign 6:30 p.m., race 8. 503/753-0923 or 926-1126.

FIRST CALIF. GUZZI GET-TOGETHER
Santa Maria Fgds., CA. BBQ, prizes. Contact H.W. Barnes, 24389 Hartland St., Canoga Pk., CA 91307. 213/340-4626.

NIGHT SHORT TRACK
Indio Fgds., Indio, CA. Hwy 111. Open tract., sptsmn brass, 1st 3 pl., 200% Ex. p.b. rider med. cov. Sign 6 p.m., race 8:30. 714/398-0845.

Sunday, Oct. 27

SRA HOOK & LADDER FAMILY ENDURO
Limed from California City golf course, benefit L.A. Cnty. Burn Ward. 60 mi., 100% brass all minis, 20% others. Fin. pins. Entry $8.50 & 2 SASE to Pasadena Fire Dept., 5226 No. Golden West, Temple City, CA 91780. First rider 8:01 a.m. 213/287-4471 o 320-1015.

D-36 JACKHAMMER ENDURO
Stoneyford, CA. W from Maxwell. Appr. 125 mi., bring own gas. Spark arr. & lic. plt. or green stickie rqd. No puff, no hacks. Entry $8, teams $3 ex. & 2 SASE to Oakland MC, 1116 — 36th St., Oakland, CA 94608. First rider out 7:31 a.m. 415/254-6379.

November 2-3

SECOND (OR THIRD) ANNUAL LAST HOPETOWN GP
Hopetown, Simi Valley, CA. $10 Mail entry/$100 post. Lim. entry. Opens Sept. 23, closes Oct. 25. Saturday 100-125-200-250s entry to DDMC, 8228 Sale Ave. Canoga Pk., CA 91304. Sunday 350-500-Open-Hack-OT & Puff entries to DDMC, 12051 Kirkholm Ct., Northridge, CA 91324. Rain or shine.

SECOND (OR THIRD) TERMINAL LOS ANGELES EARTHQUAKE
Shake, baby, Shake.

WELCOME TO THE CALIFORNIA CITY GRAND PRIX

WE'RE HAPPY TO SERVE YOU ON THE COURSE

For food at your special event contact:
BIG BOY MOBILE FOOD SERVICES, INC.
Special Events Division
P.O. Box 10489
Glendale, CA 91209

Valley Cycle Park
Motocross & TT Scrambles
Every Sunday
Fillmore Fwy & Tierra Rejada Road
Moorpark, CA (805) 529-9546

???? Do You Have ????
20 SECOND PITS
for the
CHECK CHASE
For $25.00 we will supply:
20 Second Pit, Gas & Oil,
Tow Service, Tools, Etc.
For Information call or write:
20 SECOND PITS
Star Route 87, Oro Grande, CA 92368
714-245-2165

FREE CALENDAR LISTING

All events must be received by noon Thursday to appear in the upcoming week's Cycle News. No listings can be accepted by phone. Fill out blank at right and mail to: Cycle News CALENDAR, P.O. Box 498, Long Beach, Ca. 90801.

You must fill out this form complete with your name and phone number (so we can check back with you) and mail it in plenty of time for it to reach us by noon Thursday, in order for it to appear in the next week's Calendar section. The more weeks it runs, the better you look — so get it in early! No phone calls, please. We can only guarantee accuracy on items we get in writing.

Date of Event _____ Time of event _____

Type of event *(TT, MX, Enduro, etc.)* _____

Entry fee _____ Sanction _____

Location _____

Mailing address _____

How to get there _____

Additional information _____

Your name _____ Number to call for info *(with area code)* _____

D-37 MX: Bultaco "almost" sweep

By Terry Ash

GOLETA, CAL., SEPT. 15

"It's a fun track," that's what Jim Connolly (Bul), currently leading both the 125 and the Open Expert standings, says about Starters' Goleta track. While Jim was having fun, fellow Bultaco riders Mike Hannon, Fred Joehncke, and Mark Gambetta were making mince meat out of the Expert classes. Only a slight seizure of Mark's 125 prevented Bultaco from taking six out of six Expert motos. As it was they had to settle for five.

Randy Benda (Hon) took the overall win in the 125 Expert class, but everyone knew that Mark Gambetta (Bul) was the fastest rider. In the first moto Mark took an early lead and stretched it out considerably in the first few laps. No one was even close to Mark as he screamed around the track. However, on lap four, Mark's Bultaco seized, putting him out of contention. Benda inherited the lead with a considerable margin over second place Joe Kehoe (Mnk). In the second moto Gambetta again got the lead, this time his bike remained running and he flew to an impressive win. Mark was out of the competition due to his first moto DNF, and Randy Benda cruised around in second knowing he had the Overall wrapped up. Gambetta showed the winning style that has encouraged Sambo's to sponsor him and Fred Joehncke on the National tour next year.

In the 250 Expert class it was Roy Schrader (KTM) who got the hole shot in the first moto. Schrader soon fell back after bending his shift lever in a rut, leaving Bultaco rider Allen Cooke in the lead, followed closely by Fred Joehncke (Bul). Cooke stayed in front until the last few laps when Joehncke squeezed by for the win. In the second moto Joehncke took the early lead and stayed in front for the first five laps. However, Fred and Mark Gambetta have a thing going, and that is that if either one of them gets a big lead, they have to do something impressive, like a donut. Well, Fred decided his lead was big enough, so he hit a berm and fell down, just like the kid with the raincoat and tricycle on Laugh In. The only problem was, Fred accidentally stalled the bike, loading it up in the process. By the time he got going again he was in third place, behind Dan Waller (Bul) and Nate Sciacqua (Yam). It wasn't long before Fred was back in the lead with Waller and Sciacqua unable to hold off the hard charging Team Sambo's rider. Overall it was Joehncke followed by Sciacqua with Waller taking first Amateur.

The Open Expert class saw Mike Hannon (Bul) continuing his winning ways. The smooth riding Bultaco representative handily won both motos. Mike rides so smoothly that often times it seems as if he really isn't going that fast, but he is! Mike led the first moto wire-to-wire, with Jim Connolly bringing his Bultaco in for second. In the second moto John Rice (Gre), led the early stages of the race, but it didn't take Hannon long to get by. Connolly managed to work his way up into second to take second overall, with Hannon taking the overall win. This was the first appearance by Rice at a District 37 race in a few months.

The 125 Junior race provided the best racing of the day. This class turned into a match race between Bob Wayne (Bul) and Alan Delarge (YZ). In the first moto Wayne got the hole shot followed closely by Delarge. Delarge was catching Wayne through the corners but Wayne's Bultaco was much faster down the straights. Delarge finally passed Wayne on the fourth lap on a tricky left hander. That lead didn't last long as Wayne used a lapped rider to squeeze by Delarge a half lap later. As the two riders started to lap the field Delarge couldn't keep up with Wayne and they finished one two, with Wayne out front. In moto two Wayne again got the early lead, and this time Delarge passed him on the third lap in almost the same place as in the first moto. However, Wayne's Bultaco pulled Delarge down the straight and passed Delarge in mid-air over the big jump. As in the first moto, a lapped rider again decided who won the battle, this time it was Wayne's turn as he crashed into some turkey who was idling around the track. Delarge inherited the lead and it proved to be too big a margin for Wayne to make up, as Delarge took the checkered and the overall win. ●

Results in the Results Section.

TERRY ASH

The Open Experts blast off. Behind this first group is Mike Hannon, who not only made up the difference but won overall as well.

Elsinore TT: Wright writes off competition

By Gary C. Jones

ELSINORE, CAL., SEPT. 7, 1974

This week I've got to tell you about the hot dogs in the big Expert classes at Elsinore, because there were some standouts — mainly one Jim Wright. Jim rides Ascot on a water-cooled Yamaha usually, and assorted other bikes everywhere else. But tonight he had the privilege of riding the late Rick Milner's super sano 650 Yamaha for the first time. If it hadn't been for Rod Sexton, Jim probably would have had the 500 and Open classes all to himself. But Rod wasn't going to have any of that happen.

GARY C. JONES

Mark Reichert slid his way into third Open Expert. SC 500s are good for TT.

All of the racers were so psyched up that it took Mac, the starter, six re-starts to get them off fairly in the Open Expert class. You just know that everybody went home with fried clutches this week. It ended up with everybody being sent to the top of the jump, with the exception of Sexton. You might as well have just given Rod the trophy as to run the race. It would have been a great race if they could have all started together. As it was, Rod led by 60 feet the whole time, with an unbelievable fight for second place occurring between Jim Wright, Mark Reichert, Steve Woskoski, and Keith Moss. Jim held off a charging Reichert to take second, and in doing so, really gave the people a show of his riding ability.

GARY C. JONES

Jim Wright won the Special Experts race at Elsinore after an incredibly close dice with Rod Sexton.

In the Special Expert race, it was play time for Sexton and Wright. They thundered off the line and proceeded to try and out do each other. Little things, like pulling wheelies up the back straight in third gear, going into the bottom sweeper side by side and drifting out to the marbles and then screwing it on to do more wheelies over the top of the hill. They got so carried away at pushing each other in that bottom sweeper that one time Sexton had all but bought the farm on the outside berm. Anybody else in the position that Rod was in would have done a royal high-side endo, but then Rod isn't just anybody. First he jams his bike into the berm, then he jams his left leg into the ground trying to keep everything upright, and then says a little prayer and explodes out of the mess going almost faster than when he entered it. He picked up his leg on the next lap, and that's why Jim came in first and he came in second. Unbelievable racing. ●

Results in Results Section.

Fred Joencke (Bul) and Dan Waller (Bul) battle for the second 250 Expert moto lead, early in the laps. Before the end Fred would have time to fall down on purpose, load up his bike, get going in third again, and still win. Whew!

TERRY ASH

Hearn and Schmid win another CRC Team Race

By John P. Hesson

LUCERNE VALLEY, CAL., SEPT. 1

The team of Larry Hearn and Gordon Schmid (Yam) returned for their third recent CRC desert team race win. Rick Lee (Yam), fresh from a big win in Ensenada, took second in the 250cc Expert class, riding the entire 120 mile course alone. As with past team races, the course was super fast.

A side bet of a keg of beer was put up between the Desert Donkeys and the Maywood MC, with the Desert Donkeys winning. Mike Powers (Hus) and Louise White (Hus) took the checkered flag first for the club. Jerry McNeal, CRC's head man, would like to see more of the clubs ride in competition against each other. Jerry will put up a super club trophy at the next team race.

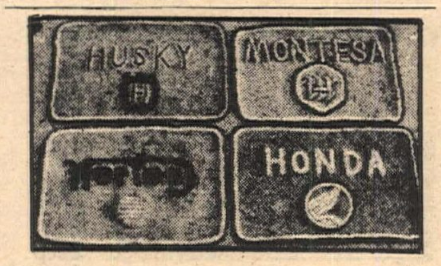
A special mention goes to the team of Marc Whiting (Hon) and Robert Anderson (Hon). A smooth, fast ride for both these guys placed them third overall and first 125 Novice. Also super was 15-year-old Sue Young (Hod) riding with Maywood MC. Sue rode the entire race solo, finishing first Powder Puff. ●

Results in the Results Section.

WANT ADS

Yamaha Partsman
Aggressive dealer in small California coastal town needs parts and accessories salesman able to advance to parts manager. Intelligence, stability and salesmanship count more than actual job experience but 3 years minimum motorcycle background a pre-requisite. Send hand written resume including salary requirement to: Yamaha of San Luis Obispo, P.O. Box 1203, San Luis Obispo, California 93406. (37/2x)

REDLINE TRIUMPH. HALF-MILER, Konis, Barnes, ARD mag, Cerianis, Mikunis, new top end, and spares. Call Bill after 7 p.m. (714) 565-4441. (37/2x)



Cycle Rugs 24" X 34"
Nylon, super durable, machine washable, all rubber backed. Choice of 23 brands in red, yellow, blue, orange, and green. Send $8.00, check or money order or I'll C.O.D. (plus postage). J's RUGS, 3306 S.E. 166th, Portland, Oregon 97236. (37/TFN)

Cheney/BSA 500 J.B.R. Model
Late '73, Branch head, Sifton, D.I.D.'s. Plus much more, like new, $1400.00. S.F. Bay Area (415) 838-2440. (37/2x)

750 YAMAHA DIRT TRACKER. New Red Line frame, steel rods, new cam, head — rear disc spool front — special tank and seat. Ready to win — $2395.00. Contact Dusty Coppage (503) 644-8965 eves. (37/4x)

Where's Huntington Park???? S&L Yamaha, 5938 Pacific Blvd.
Just south of Slauson Avenue. Mooch deals to AMA and District racers on all new bikes and racing parts. Yamaha road racer parts in stock. (213) 587-7244. (34/TFN)

DESERT 450 WR HUSKY. MIKUNI, 3.6 gal., rebuilt Curnutts, bashplate, Twin Air, tool bag, 4.60 tire, torque and reliability — $825.00. (213) 372-5500. (37/3x)

Wanted Lot Man
Buena Park Honda, 8461 Commonwealth, Buena Park, California 90621 or call (714) 521-3642. (33/TFN)

'73 Bultaco 350 Alpina, Super
clean, lo miles, Mikuni, Pettys, 3.50x21, custom seat and many other extras. $750.00/offer or trade for Baja Bug. (213) 349-2625. (37/2x)

Parts Manager
Buena Park Honda, 8461 Commonwealth, Buena Park, California 90621 or call: (714) 521-3642. (33/TFN)

Chopper — 1959 Indian
Rigged frame, ¾" rake, Gertter front end, Harley-Davidson rear end, rebuilt 2 months ago. Must sell, asking $1,100.00. (714) 536-6669. (37/2x)

E. C. Needs: 3 Types Of
people. Pipe builders, road salesman, and a person for porting. Experience preferred, BUT not necessary. Send resume to: Cycle News, Box 498, Dept. T, Long Beach, California 90801. (31/TFN)

Motorcycle Salesman
Experienced only need apply. Ask for Bill Robertson Jr., at (213) 466-7191. (37/2x)

Husky Specialist — Fast Mail Order
Largest Husqvarna dealer in U.S.A. since 1967. Malcolm Smith Motorcycles, 1689 La Cadena, Riverside, California (714) 686-8014. (34/TFN)

Attention Triumph Dealers!
Complete inventory of Triumph parts from bankrupt Triumph Detroit. Call collect (313) 465-6505. (35/4x)

Super Chain For Super Bike
Made in U.S.A. Self lubricating and pre-stretched up to three times the life of a normal chain. Available now 5/8x3/8 or No. 530. Dealer inquiries invited. House of Suzuki, P. O. Box 8535, Fountain Valley, California. (2/TFN)

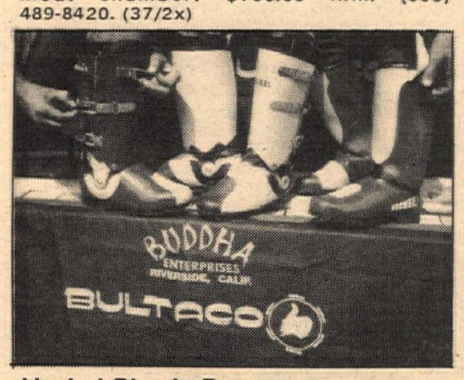
Late '72 Husky 250 CR
Bought December '72, excellent condition, two tanks, new fenders, Mikuni, DID rear rim, many other extras. Must sell, $800.00 or best offer. (213) 444-3629. (37/2x)

"We Moved"
GUY LOUIS MOTORCYCLES, 990 East Willow, Long Beach, California. Phone (213) 426-1358. (14/TFN)

'71 Yamaha 125 MX "Sano"
Excellent condition, many extras, must sell. Call after 4:00. $450.00. (213) 355-7047. (37/2x)

'69 Husky 400
Big tank, many extras, great condition, $600.00. (213) 835-2657. (26/TFN)

'74 YZ 125
Excellent condition, new Red Line swingarm, D.I.D. rim, S&W shocks, Trelleborg, new piston, rings, up. and lower bearings, rod, mod. chamber. $700.00 firm. (805) 489-8420. (37/2x)



Heckel Plastic Boots
1 Yr. Guarantee—No Break In
ORDER DIRECT FROM THE WEST COAST'S
largest MIURA PRODUCTS dealer. MX, $79.50 — Trials, $55.00. Buddha Enterprises, 10960 Hole Avenue, Riverside, California 92505. 1-(714) 689-3166. (38)

Elmo Dingus Leaves L.A. Area
Goodbye to his good friends, Doug, Jim, Kevin, and Bill. He says KMA and SMC to the rest. Look out Stockton mailboxes, Elmo's coming, and he carries a big stick.
E.D. (37/2x)

'73, 125 Suzuki TM
New top end, ported, milled head, oil injection removed, Red Line swingarm, Koni shocks, fork kit, $600.00. (213) 425-3791. (38)

American Eagle
125 Zundapp, conical hubs, Girlings, Cerianis, like new, $375.00. (714) 540-2458. (38)

'72 HUSKY 250. GOOD CONDITION. Call (213) 885-6553. (38)

'73 Yamaha 250 MX
Very quick, never broken, practically brand new, ride to appreciate, $700.00. (213) 889-6920. (38)

'72 Moto Guzzi 750cc, $1395.00
Cherry condition, fully equipped, black, 7,000 miles. Own a like new Guzzi for ½ price. Must see this one, needs nothing. (714) 494-5033 — 8 to 5. (38)

Yamaha TA125
Never run, 28mm carbs, Krober ignition and tach, straight cut primary gears, $1195.00. (415) 841-9439. (38)

WANTED — RADIAL ENGINE for Maico. Any condition if rebuildable. (213) 378-4312. (38)

'73 HONDA 500 — 5400 MI., BATES fairing, $1225.00. Can assume loan. (213) 320-6524. (38)

'73 SUZUKI TM125. SPOTLESS CONDITION with Konis, matched porting, $500.00. (714) 494-3740. (38)

Husky Mag Cylinders
Replacement liner installed in your cylinder. Standard bore and porting, $75.00. Exchange units ready to ship. Extra porting available. Dave Hopkins Cycle Specialties (206) 485-4664. (34/5x)

'74 G.P. CZ 250
Trick suspension, pipe, ported, Mikuni. Proven Expert winner. Call Clay Musolf (714) 962-6026. (38)

"New Trailers"
3 bike/ramp — assem. or kit/F.O.B. Torsion bar, suspension weight 155 pounds. (213) 764-8392 or 762-3721. Trans-Ex Company, 7361 Ethel Avenue, North Hollywood, California. (38/TFN-E.O.I.)

'73 Yamaha MX
125 Yamaha MX, desert bars, fork kit, ported, Girlings, excellent condition, very fast, $395.00. (714) 827-8973. (38)

Harley-Davidson Baja Owners
Now those hard to find H-D Baja parts are available at Krizman Engineering & Sales Co. We have genuine H-D parts and accessories in stock for immediate delivery. Racing goodies, porting, and dyno tuning. Write or phone: Kesco, 12990-D Bradford Street, Arleta, California 91331. (213) 768-2233. (TFN)

Soft and Comfy
Need something soft and comfortable for your hands? Well, get that feel you've wanted with a pair of these. Available in small, medium and large sizes. $4.95, add 50¢ postage and handling. Lotus Imports, P.O. Box 434, Norco, California 91760. (37/3x)

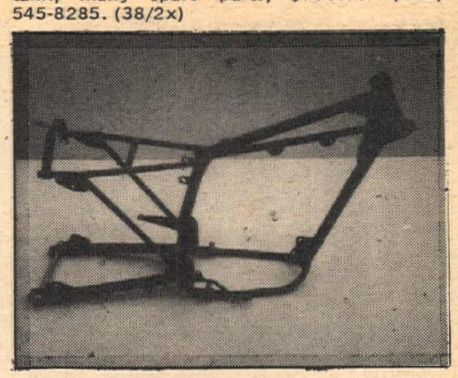
'72 Husky 250 WR
$700.00. San Francisco Bay Area. (415) 956-5821 day. (38)

Yamaha 650
Flattracker, stock frame, new pipes, valve, 8 springs, All American forks, Mikunis. Runs strong, quitting pro racing. $600.00/offer. 9-6 ask for 'Ron' (503) 688-5543. (38)

'73 SUZUKI TM 125, EXCELLENT CONDITION. (714) 544-3174. (38)

'74, 360 Yamaha Enduro
$900.00 or best. (213) 325-1257. (38)

'73 CZ 250
IRZ carburetor, Akront and DID wheels, Curnutts, JNH pipe, brand new engine, plastic tank, many spare parts, $750.00. (213) 545-8285. (38/2x)



CZ GP Replica Frames
4130 Chrome-Moly Heliarc welded. Accepts all stock components. Complete with brake pedal and hollow rear axle, $395.00. Swingarm only (fits stock CZ) with axle, $99.95. THE FRAME WORKS, 7893 Clairemont Mesa Boulevard, San Diego, California 92117. 1-(714) 560-8412. (22/TFN)

Wife's Bike — Must Sell
1970 Hodaka, 100cc, 5 speed, all street equipment, trail gears, $300.00. (213) 530-5630. (38)

A Choice El Camino!!
1964 El Camino, rebuilt 283, 4 speed, completely new (front-to-back, in and out). Gem-top camper included. Must see!! $1500.00 or offer. (213) 530-5630. (38)

'71 Yam. 250 MX, '67 Hodaka
Yamaha lowered frame, loaded with extras, $425.00. Hodaka 90cc, $150.00. (714) 993-6670. (38)

Trail and Trial Riders
Attention
The second edition of ESCAPE BY TRAIL BIKE is now on sale. Send $3.50 to Cycle News, P.O. Box 498, Dept. Jeannie, Long Beach, California 90801. (35/TFN)

'74 Suzuki 125
Set up for TT and flat track. Engine ported, $550.00. (213) 944-4197. (38)

Husky 8-Speed 250
Konis, new piston, Petty tool box. Moving, money, $450.00. (213) 248-9039. (38)

'66 CT90 HONDA, $160.00 OR BEST. (213) 371-0614 before 5 p.m. (38)

Yamaha Road Racer
New TA125 road racer. Priced to sell at $995.00. Will ship anywhere. Competition Accessories, Inc., 1944 U.S. 68 North, Xenia, Ohio 45385. (513) 372-6621. (38/3x)

1973 Yamaha 250
K&N filter, YZ tank, new tires, spares, has been maintained, $750.00. (213) 944-8414. (38)

DKW
SALES, SERVICE, PARTS. COMPETITION SERVICES, INC., 1244 No. Gaffey St., San Pedro (213) 831-1279. (28/TFN)

'73 YAMAHA 125 MX. PORTED, STUFFED, Cerianis and spool. Very fast TT bike. See to believe, $500.00. (714) 826-2288. (38)

'72 YAMAHA 100 MX. EXCELLENT CONDITION, fast, ported, TT equipped. Very clean, see to appreciate. (714) 826-2288. (38)

Wanted TS400 Suzuki
Will trade excellent TS250 Suzuki and $ or purchase outright. Need street legal. (213) 882-1500. (38)

$400 Suzuki 400
'71 Suzuki 400. Konis, plastic tank, new tires, fantastic buy. (213) 377-6176. (38)

Motorcycle Dealership For Sale
Four franchises, located in Orange County, California. Price $65,000.00. Or will exchange for cycle race track, or land to suit. Cycle News, Box 498 Dept. A, Long Beach, California 90801. (35/4x)

NEW
CR-250 MX
$1049.00 total price
213-796-0231 Pasadena Honda

Bultaco Owners—Improve Handling
$5.95 will buy you one more inch of front fork travel. Contact: P.P.I., Box 871, Arleta, California 91331. (213) 896-6209. (38/2x)

'69 Sachs 125 MX
Has no shift problems, with high compression head, Maguras, more, $200.00. (213) 675-3517. (38)

100 and 125 Elsinores
100 Elsinore, super fast, super trick, $750.00. 125 Elsinore, stock and dependable, $700.00. (213) 397-6118. (38)

250 CZ, Must Sell Now, $495.00
Original bore, 34mm Valerian's Mikuni, new Arnacos, Trelleborg 450. Look and runs like brand new, used very little. Call after 6 p.m. (213) 286-4447. (38)

1973 MAICO RADIAL 250. FORWARD SHOCKS, Konis, K&N filter, plastic fenders and air box, G.P. seat, alloy bars and chain guide, DID rims. $1075.00 or trade for trials bike. (213) 355-2659. (38)

Wanted Norton Mufflers
Stock or Dunstalls. (213) 436-4978. (38)

'71 Husky 400
DID's, new tires, 2 months old engine and trans., new controls, fenders and seat. $600.00. Call days to Ron (213) 487-2088. (37/2x)

Aragon Cycle Trailers
Kits from $156.00. Guns and knives in trade. (213) 359-4597. (38/TFN)

Custom Hickey Blazer "73"
4 wheel drive, "Desert Rescue." $9000.00 invested, many extras, K.C.'s, CB radio, stereo, Bilsteins, headers, C.D.I. $6500.00 or best offer — serious call only. Call — leave message (714) 644-7996. (38)

Where Is S & L Yamaha???? 5938 Pacific Blvd., Huntington Pk.
360 Monoshock YZ's in stock. Yamaha MX bicycles in stock. (213) 587-7244. MOOCH deals on all new models. (34/TFN)

WANTED: BUYER OR PARTNER for rapidly growing mail order business, due to health reasons. Five motorcycle franchises available. Call Bill (213) 353-1921. (36/3x)

Not DeCoster's, But Fast
1973 Suzuki TM 250. Curnutts, PMC tank, Rahm fenders, Chromoly bars, and other trick crap. Clean enough to eat off. First $625.00 nabs it! (213) 596-8306. (36/TFN)

'71 MONTESA 125. AKRONTS, ELECTRONIC IGNITION, Mikuni, Filtron, green stickie, clean, fast, and reliable. No better bike in this price range. $375.00/offer. (213) 337-4805. (38)

'72 CZ 250
Stock — excellent condition — like new, $650.00. (213) 363-8318. (38)

'72 YAMAHA 125 ENDURO, CHEAP — transporation. Street ridden only, very low mileage, excellent, $295.00 firm. (213) 378-9698. (38)

'72 CZ 400
Super sanitary! Konis, Mikuni, plastic tank, fenders, more. Must sell, $600.00!!! (213) 429-5524. (38)

'73 Honda Elsinore 250
Less than 10 hours on engine. Been in storage for 8 months. Guaranteed better than "NEW," $850.00. (213) 865-1189. (38)

U SAY U WANT 2 GO FAST EH?! My '74 Penton 125 has everything. 2 months old, and is 1 of the fastest 125s around. Very trick, but reliable. $800.00. Check it out! (213) 454-3756. (38)

Elsinore 125 Replica Plastic Tanks
Available in Preston Petty colors. P. J.'s, Manhattan Beach (213) 545-0051. (24/TFN)

'71 AJS 370
Top condition, Mikuni, new top end, $325.00. (213) 347-3239. (38)

125 YAMAHA, STREET OR DIRT, looks and runs great, $300.00. (213) 998-1885. (38)

Dirt Riders
I'm ready; any Wednesday or Thursday to go riding. Have Husky need someone with 4 wheels. Call after 5:30 (213) 635-7244 Long Beach. (37/2x)

'65 BSA 650. ENGINE RUNS GOOD, $300.00. Evenings (714) 595-7304. (38/2x)

'71 Sportster
Low miles, excellent condition. Must sell, extras. 5900 miles, original engine, 8" extended front end. 16" rim, all chrome spokes, chrome chain guard. (213) 633-0334. (22/TFN)

'73 YAMAHA 250 MX. PORTED AND BORED with Teflon piston. Good condition. Asking $465.00. Ask for Al after 6 p.m. (714) 830-4396. (38)

WANTED: HONDA TRAIL 90 basket, wreck or cheapie. (213) 376-4754. (38)

'73 Honda 500
Like new, 4,300 miles, $1,300.00 or best offer. Call after 6:30 (714) 897-2836 or anytime weekends. (38)

'65 Thru '70 Dodge Van Owners
'71, 340 Dodge engine, headers, Holley, dual point dist., 12,000 miles on fresh motor with B&M transmission, $570.00 — Scats, carpet, cabinets — mags and wheels, $100.00. Bolton power steering, $75.00. '70 CZ chassis and G.P. Puch frame. (213) 472-7276. (38)

'72¾ PENTON 125. LIKE NEW, never raced, very fast, plastic fenders, new Diamond chain, mod. pipe, many extras. Must see to believe. Asking $575.00. (213) 378-5954. (38)

125 Elsinore Horsepower
Want more top end? Will trade T&M pipe for your stock pipe. Works great with G.P. barrel. No dents in mine or yours! Call before 3:00, Tom (714) 528-7530. (38)

'73, 250 CR Husky, $800
Street and trail ridden, never raced, '74 license, '76 ORV. Mint condition, big tank and Skyway — Sell or trade for 125 Trail and cash. (805) 962-9390. (38)

HONDA 90cc BASKET CASE. Two engines, complete, $50.00. (213) 341-4448. (38)

Help Wanted
Partsman, Honda motorcycle or auto. Experience preferred, but will train competent man. Call Bill Robertson, Jr. (213) 466-7191. (37/2x)

4 Weeks New Husky 250 WR
Enduro street legal, 125 miles, never in the dirt. Save yourself $300.00. Asking $1,050.00. I'm taking it in the "Shorts." (213) 439-4512. (38)

Employment Needed
Male, 27, Vet., college, school trained mechanic looking for job in sales, service, parts or whatever. Wanting to relocate. J. McCullough, Box 1512, Baltimore, Maryland 21203 or call (301) 323-5346 any day after 9 p.m. (EST). (38)

Custom 500 Honda
Fiberglass body, low mileage, mint condition, $1,695.00. (213) 547-5912 anytime. (38)

'72 Kawasaki 500, Like New
Excellent condition — Wirges chambers, many extras — $1,000.00. (213) 454-9808. (38)

For Sale: 1968, 250 Greeves Challenger
Runs good, super dependable, $250.00. (213) 423-2210 evenings. (38/TFN)

Sell Or Trade
1970 Sherpa T 250 and 1972 CS5 Yamaha 200 electric start. Sell separately or trade for good TL125 and some cash, guns and cash, gold, silver bullion, what have you?? (213) 439-8239. (38/4x)

'74 Husky 250 CR Mag
Brand new, never raced. Has forward mounted shocks, reed valve and mag case, etc. Purchase of Husky 400 forces sale, $1150.00. (213) 274-1592. (38)

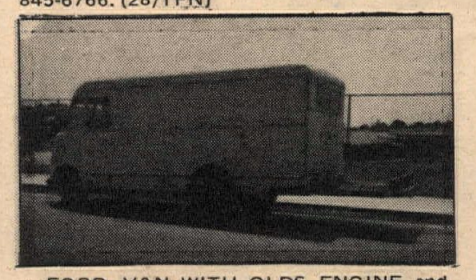
Yamaha Swingarms
Chrome-alloy, needle bearing arms with Mid-Mount shocks. No frame modifications required on stock MX's. Adds 2" of rear wheel travel. '74 Enduros MX 250/360/500, $85.00. YZ 250/360, $85.00. Call or write for information on complete frame kits for all MX Yamahas. MAYNARD/PROFAB, 13666 Harbor Boulevard, Garden Grove, California. (714) 530-7340. (13/TFN)

For Sale — Kawasaki Shop
$45,000 cash. Newly remodeled. Sole Kawasaki dealer in city of 118,000. Building for sale or lease. Bell Kawasaki, 2270 North Wilson Way, Stockton, California 95205. (209) 464-4783. (36/4x)

Wanted
Mechanic who is interested in a future. Suzuki background. Salary open. (213) 966-8541. (30/TFN)

XInt. Greeves Parts, BSA Parts Too
Hockies Motorcycles, 22025 South Figueroa Street, Carson, California 90745. (213) 328-1242. (38)

Rear Shock Springs
Poppy now has in stock, 100 lb. 8½" — 9½" long chrome silicon steel springs. Dealer inquiries invited. Poppy Company, (213) 845-6766. (28/TFN)



FORD VAN WITH OLDS ENGINE and Turbo hydro dual fuel, Butane and water tanks, refrigerator, stove, running water and sink. Will carry four bikes, $1600.00. (213) 375-9635. (38/2x)

Champion TD3 Yamaha ½ Miler
Ceriani front end, Barnes wheels, K&N, hard Pirellis, ported — All fresh, ready to win Ascot. $2,200.00. Bakersfield, California after 5 (805) 323-1157. (38)

'69 Hodaka 100
Excellent condition, very few miles on motor, expansion chamber, Uni-filter, new cables, new piston and ring. $225.00 or best offer. (213) 333-0255. (38)

New Road Racers For Sale
New 250 TD 3 road racers. Used 250 TD 3 road racers. Used 250 TD 2 road racers. Used 350 TR 2 road racers. Used 350 TR 3 road racers. One 250 Suzuki Prod. Spare Parts — Krober Ignitions — road race tires — Daytona seats. 8:30 a.m. — 5 p.m. (714) 465-9700 Dave Evans. (18/TFN)

'74 Carabela 125 Radial, $495
Radial fin, 30mm G.P. Mikuni carburetor, D.I.D.'s, Betor forks. (213) 695-0664 or (714) 449-1618. (38)

1973 HUSKY 400 CR 208 LBS! Factory engine, 7" travel forks, 6½" rear, Curnutts, alloy tank, ultra reliable, unbelievably fast. Trick as you can get, plus $500.00 spare parts. $1250.00 takes all. (213) 367-1722. (36/3x)

Finisher Pins
Most of the Finisher Pins you're wearing we made — Now — Buy factory direct. Save 20%. Cal-Mart Plating, 607 South Hill Street, Los Angeles, California 90014. (213) 623-6987. (17/TFN)

1972 Maico 501
Top condition — (213) 324-7748. (36/4x)

25% Savings on Insurance
Dealer garage liability 15% savings on Dealer's bonds. JOHN W. MAYNARD INSURANCE, 3447 Motor Avenue, Los Angeles, California. Phone: (213) 836-5211. (TFN)

'74 Yamaha MX
Brand new 360 M.X. Desert bars, large tank, fork kit and skid plate. Not a mark on it, $895.00. (714) 827-8973. (38)

1972 Carabela 200cc
Purchased 11/1/72, last ride 12/18/73. Zero miles on COMPLETE bike rebuild. Spanish Betors, Barums, enduro kit (never used), 2 pipes (1 never used), fiberglass, perfect (black), super handler. Best reasonable offer? Ask for Bob (714) 892-6391. (38)

CZ GP Replica Frames
4130 Chrome-Moly Heliarc welded. Accepts all stock components. Complete with brake pedal and hollow rear axle, $395.00. Swingarm only (fits stock CZ) with axle, $99.95. THE FRAME WORKS, 7893 Clairemont Mesa Boulevard, San Diego, California 92111. 1-(714) 560-8412. (22/TFN)

"Ballenger Bob" Kasmar likes
his new prescription goggles. You will too! Write: Ellie Taylor's Goggles, P. O. Box 5023, Santa Barbara, California 93108. (36/5x)

BIKE TRAILER — 3 RAILS — 15" wheels — $100.00. (213) 867-7107. (38)

10% Over Dealer Cost
on new '74 Suzukis at Campbells Suzuki, Whittier (213) 698-8989 or (213) 696-3306. (28/TFN)

'72, 250 BULTACO PURSANG. ALUMINUM forward mounted shocks, padded seat, extra engine, frame and much more. Cherry condition, must see and call to appreciate, $725.00. (213) 842-2563. (38)

Salesman Wanted
Experience preferred. At large Triumph, Norton and Yamaha dealership in Anaheim. (714) 533-1309. (38/2x)

1973, 250 Kawasaki
Proto type Kawasaki, showroom condition, too many extras to mention. Best offer takes. Call after 6:00 (714) 536-4379. (38)

MX Boot Sale
$39.95. Lace, $29.95. While they last. Buena Park Honda, 8461 Commonwealth Avenue, Buena Park, California. (714) 521-3642. (36/TFN)

NEW VESCO DESERT TANK for C.Z. or Honda. $40.00 or trade for Bultaco desert tank. Call (213) 335-9988. (38)

XInt. Hodaka Parts
Hockies M/C, 22025 South Figueroa Street, Carson, California 90745. (213) 328-1242. (38)

Super Chain For Super Bike
Made in U.S.A. Self lubricating and pre-stretched up to three times the life of a normal chain. Available now 5/8x3/8 or No. 530. Dealer inquiries invited. House of Suzuki, P. O. Box 8535, Fountain Valley, California. (2/TFN)

YAMAHA 250 MX OR DESERT. 2 tanks, '74 rear end and seat, PP fender, bars, 350-21 tire, mint condition, super reliable, $475.00. (213) 967-1659. (38)

MUST SELL: HERCULES motocross leathers, good condition, 35 waist. Also '71-'74 CHEVY van parts: Grille, rear bumper, (4) 7x14 mags and (2) 960x14 tires. (213) 329-3053. (38)

1974 HUSQVARNA 250 mag, $1,300.00. 1972¾ HUSQVARNA 250 WR, $750.00. (714) 624-6341. (38)

Cycle Rugs 24" X 34"
Nylon, super durable, machine washable, all rubber backed. Choice of 23 brands in red, yellow, blue, orange, and green. Send $8.00, check or money order or I'll C.O.D. (plus postage). J's RUGS, 3306 S.E. 166th, Portland, Oregon 97236. (37/TFN)

'74 CZ 250
Femsa ignition, Mikuni carb., JNH clean sweep pipe, Curnutts, DID wheels, plastic tank, shock mounts for forward position, plus all stock equipment, $1,000.00. (213) 545-8285. (38/2x)

Wanted
Yamaha salesman, full or part time. Also full-time partsman. (213) 635-8058. (38/TFN)

'70 Suzuki 250
Street legal, but basic dirt machine, 325x19 trials on front, 450x18 knobby rear. $425.00. (213) 372-9603 or (213) 372-9545. (38)

'73 Yam 100 Enduro, Wife's Bike
Only 490 miles, street legal, perfect condition, never raced. Wife lost interest, $350.00 or best offer. (714) 548-3342. (38)

'72½ Maico 400 Radial
Excellent condition — never raced. Home (213) 861-4237. Business (213) 567-1231 ask for Norm. (38)

'70 Suzuki TM 250 Enduro
Fresh rebuild on gearbox and engine. Excellent condition, new paint, street legal, low miles, $450.00. (213) 888-1876. (38)

Trade 1974 Elsinore 125
DG ported, milled head; moved up shocks, super fast. Trade for Penton 175 Jackpiner '73 or '74 or sell for $625.00. (714) 252-3080. (38)

'72 DKW 125
Bought in April '73. Set up for desert. Curnutts, extended swingarm, gusseted frame. Call after 5 p.m. and weekend (213) 358-3493. (38)

Speedway Leathers
and parts. 2 sets of leathers — brand new. (714) 558-1000, Dave Barry. (38)

Dunecycle
Shp. — clean — new — $325.00. (714) 638-9713. (38)

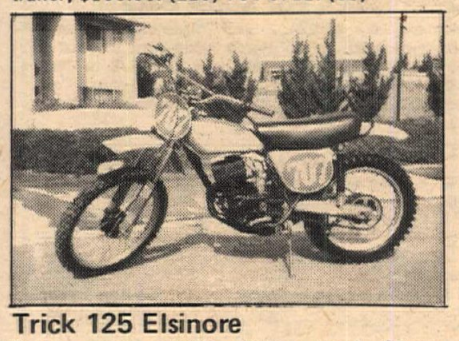
Trick Poster
Full color poster of Who's Who, in motocross. 24"x33" poster by Torston-Hallman racing with 33 of the world's best. Imagine DeCoster, Grossi, Geboers, Jones, Bauer, Tripes, Wolsink, Lamppu, Lackey, DeSoto, Weil, Pomeroy, Weinert, Thorwaldson and Karsmakers. All on the same poster. Order your postpaid poster by sending $3.95 in check or money order to: Progressive Products, Box 1051, La Mesa, California 92041. (714) 566-0895. Satisfaction guaranteed. (38)

Husqvarna Specialist
Largest Husqvarna dealer in U.S.A. since 1967. Malcolm Smith Motorcycles, 1689 La Cadena, Riverside, California (714) 686-8014. (32/TFN)

1972 Yamaha 250 MX
Excellent condition. Stored 2 years, completely stock, green sticker, $650.00. (714) 846-2479. (38)

'73, 250 Alpina
Only 395 cow-trailing miles — Bike looks and handles like new — $680.00 includes aluminum ramp, Bell helmet and much more. Must sell. (714) 546-3382. (38)

Everything Goes
'73 CZ — Mikuni, Konis, plastic tank, '74 fenders, hardly used — $800.00. '74 XR-75, 15-20 hours use, $400.00 or best — 3 rail trailer, $100.00. (213) 764-6711. (38)



Trick 125 Elsinore
Total engine rebuilt. Webco head, 30mm Mikuni carb., forward mounted shocks, Metzeler tire, CZ air box, Twin Air filter, C.H. Ind. pipe, extras, ready to win. $1000.00 or offer. (213) 645-2410. (38)

250 Elsinore '73
Factory porting, super fast and reliable; mechanic owned, very sanitary, $900.00. Dave (213) 767-7912. (38)

Maico '73, 400
Forward mounted shocks, Wheelsmith pipe, pegs and floating brake, YZ front brake, 2 tanks and other extras, $850.00. (714) 636-8006. (38)

1973 YAMAHA 360 MX, MODIFIED SUSPENSION. Asking $750.00. Saugus (805) 251-1928. (38)

Forward Mounted Shocks
New Bultaco Pursangs in stock now. Guy Louis Motorcycles, 990 East Willow, Long Beach, California. (213) 426-1358. (28/TFN)

TM 125 Suzuki
'73, blueprinted, 2 pipes, excellent condition, $500.00. (213) 357-3842. (38)

WILL SPONSOR TM RIDER to get free Sunday. ABC. A. Bruckert, 639 Park Rose, Monrovia, California 91016. (38)

Kawasaki 500 Crank Rebuilt
I have 3 for $100.00 each — Also expansion chamber for Bighorn, like new, $30.00. Evenings (714) 536-4880. (38)

Indestructible M-X Boot
All new plastic boot, $79.50.
1 YR. GUARANTEE! NO BREAK-IN!
Just hose off after use. No dry-rot. 15 way adjustable buckles. Easy-on — easy-off. Buddha Enterprises, 10960 Hole Avenue, Riverside, California 92505. (714) 689-3166. (38)

1973 YAMAHA 250 MX. A-1 CONDITION, $625.00 or trade for Yam. T.Y. (805) 252-2227. (38)

'72 Honda Cafe Racer — Fast
Action Fours 836cc engine, Rickman fairing, Konis, dual discs, much more. Super clean, $2200.00/offer. Call Dave (714) 979-1569. (38)

250 Yamaha Twin
Half-miler, '74 road race engine, Borsh frame, Barnes, new. (503) 479-6492. (38)

1956 Ford Pick-Up
F250, $499.00 or trade for cycle. (714) 521-3642. (33/TFN)

'74 MAICO 450 G.P. IN PERFECT CONDITION, with alloy tank, rims, trick shocks, 2 pipes and lots more. $1200.00 or best offer. (714) 492-2270. (38/2x)

'74 Pomeroy Replica Bultaco
250cc, shop maintained, raced once. Also '73, 125 Pursang, Konis, Rahms, fresh engine blueprinted to factory specs. Inquire at Buddha Enterprises, Riverside. (714) 689-3166. (38)

1973 Maico 125 Six Speed
This Maico hauls, with that and its front forks and frame makes for one of the quickest and best handling 125s ever. $800.00 or offer. (805) 964-1709. (38)

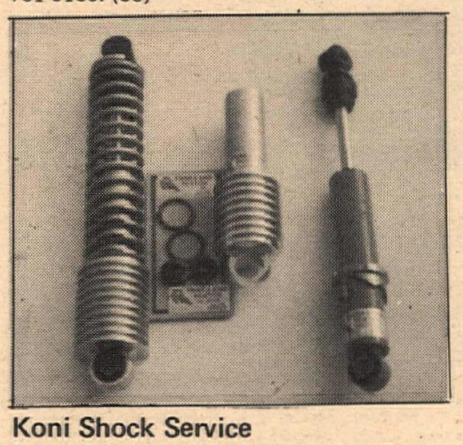
Wanted Cycle Mechanic
Honda-Yamaha. Call Jim. Bill Krause Sportcycles, Inglewood, California (213) 674-5311. (38)

'71 Suzuki TS 250
4200 miles, $310.00. (213) 881-1860. (38)

1972 YAMAHA 250 ENDURO. CLEAN MACHINE, $495.00. (714) 593-2793. (38)

1972 Yamaha 125 MX
Girlings, polished, matched, 28mm Mikuni, stuffed crank, new sprocket, chain, new trans. 1976 O.H.V., fast, mint condition, never raced, $510.00/best. (714) 846-6480. (38)

'74 Mag 250 Husqvarna CR
Bilsteins, 4.50 Trelleborg, D.I.D. front, excellent condition, $1100.00. (213) 761-3135. (38)



Koni Shock Service
A must for moved up suspension. Poppy bodies with LT-300 Bel Ray Oil and Super Seals, your choice of springs, $139.95 pair. W/o springs, $127.95 (specify spring rate and shock length when ordering). We will install your Konis in Poppy bodies with Bel Ray LT-300 and Super Seals for $71.95 pair. We will rebuild your Konis with Bel Ray LT-300 and Super Seals for $19.95 pair (better dampening, last longer). Complete set of Super Seals, $4.95. Koni shock tool, only $5.95. Allow 10 days for delivery or return of your shocks. Send check or money order to: TRAILS END, 16394 East 14th Street, San Leandro, California 94578. California residents add sales tax. (415) 278-1565. (38)

Maico 400, $650 — Radial
Hooker pipe. D.I.D. wheels, new top end, and more. (213) 899-5702. (38)

I Want a Nice 400 Husky
Will sell or trade plus cash, 1973 Honda 750, 3,000 miles, Vetter Windjammer fairing — immaculate. (714) 547-3592. (38)

TREAT YOURSELF TO A HURRICANE ride. Trick frame Husky 400, $650.00, w/o gas 220 lbs. (213) 254-4040. (38)

1971 HONDA 350 CL, $525.00. DT1, 250 ENDURO, $375.00. Both excellent — low miles. (213) 769-3051. (38)

World's Fastest 250 Elsinore
Jones Reed engine — LTR Koni suspension, Cycle Guide June '74 Project Bike, $995.00. Barry Watkins (714) 529-3876. (38)

S & L Yamaha, Huntington Park??? Racers TD2,TA250,TZ250,TZ700
PARTS IN STOCK. Service and parts available on all Yamaha twin, old and new at discount prices to AMA and District riders. (213) 587-7244. (34/TFN)

1974 MONTESA 250 MX (DIRT), practically new. $750.00 firm. After 5:30 (714) 774-3118. (38)

1973 BULTACO ALPINA 350, good condition, $600.00. 1972 SUZUKI 400, frame N.F.G. motor and 34mm Mikuni and 40mm Kendick, 3.5 glass desert tank, wheels and tires. Custom Wheelsmith through the frame pipe. All good, maker offer. (714) 995-7982. (38/2x)

'70 Husqvarna 400, 8-Speed
Super clean, low miles, reliable, original engine, $675.00. (213) 848-8542. (38)

250 Yamaha TD3 Trackmaster
Barnes wheels, disc brake, Koni, Ceriani, CDI, extra parts. Ascot top ten, $1775.00. Also 250 Ossa DMR Trackmaster, $895.00. (714) 539-5220 or (714) 537-3656. (38)

Trailmate Bike & Camper Combo
2 trailers, indoor, outdoor, built-in stove, refrig., sink. Used, $695.00. New, $995.00. (213) 264-5400. (38)

'74 Cota 247 "Clean" Machine
New Montesa trials, ridden only 5 times. Many trick accessories like Renthal bars, Magura lever, Dunlop 2 plys. Only $875.00! (714) 488-4126. (38)

Suzuki Owners
We have the best parts stock. Try us at CAMPBELL SUZUKI, 14200 Lambert Road, Whittier, California. (213) 696-3306. (20/TFN)

XInt. Ossa Parts
Hockies M/C, 22025 South Figueroa Street, Carson, California 90745. (213) 328-1242. (38)

'73 Z-1
Bought new 5-74, 2700 miles, Konis, rear-sets, clip-ons, ¼ fairing, Morris mags, rear disc, glass seat and fenders, 4-1 exhaust, more. $2900.00. (213) 378-3450. (38)

'72 Pursang 125
Completely gone through and strong. Many trick items, $500.00. Call after 6:00 p.m. (714) 688-7267. (38)

Penton & Husky specialists
Steve Hurd Motorcycles
111 E. Whittier Blvd., Montebello, CA 90640 213 726-1002

Why buy used!!!
New in case — '73, 125 CZ, yellow tank, $695. '74 250 CZ red tank, $995. '74 250 CZ, gray tank, $1195. '74, 400 CZ, blue tank, $1095. '74, 400 CZ, gray tank, $1295. Limited supplies. Ship anywhere in U.S. Ask for details on 50% discount on extras, with purchase of new m/c. (213) 772-1647. Prices include FREE Electronic Ignition.

ACTION CYCLE
Sales Service Parts Accessories
KAWASAKI HUSQVARNA
DUCATI CZ MAICO
19322 Beach Blvd., Huntington Beach
(714) 968-3306 'Kenny Weems'

BSA parts - new & used
Shipped Anywhere
Specializing in BSA, Triumph & Ducati repairs
Jim Hunter Motorcycle Repair
1140 S. Cypress, Unit A
La Habra, CA 90631 (714) 525-1504

Cycle News want ads can sell it

Steve's Bultaco
We specialize in Bultaco only
7627 Van Nuys Blvd, Van Nuys, CA 91405
(213) 780-6300 (213) 994-7468
Open late Mon. & Fri. nights

INTENSIFIED
Crowell Cycle Shop
Complete Parts & Service
OSSA HODAKA MAICO PENTON
10427 Prairie Ave., Inglewood, Ca. (213) 673-5562

SUZUKI
TRY US FOR
HARD TO FIND PARTS
Town & Country Cycle
411 S. Brookhurst
Fullerton, CA
714-871-2460
DUNE CYCLE

Larry Huffman
supports. . .
M.O.R.E. non profit
Can you do any less? more
M.O.R.E.
of California
1129 N. 11th St.
Sacramento, CA 95826
$10 a year prevents bad laws and gets you all the state news.

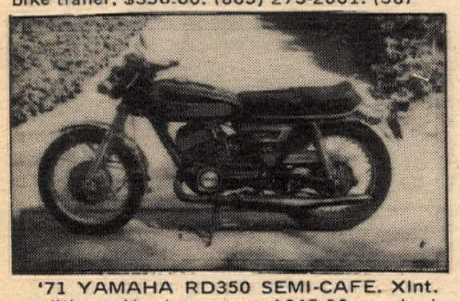
can-am
motorcycles by bombardier
Another winner from
Orange County Cycle
(714) 530-7340

THE INTERAM WINNER
MACHINES THAT WIN AT COMPETITIVE PRICES
Quality MC Repair
1123 Francisco Blvd., San Rafael, CA 94901
415-454-3406

Attention Road Racers
All number panel seats and fairings for 250 and 700. Immediate delivery. Ocelot Engineering (714) 882-1761. (38/2x)

YAMAHA TWIN. FRESH TD1 ENGINE. Trackmaster frame, Ceriani front end. Plus spare engine, barrels, pistons, pipes. Raced 3 times. Sacrifice $1,000.00. After 2 p.m. (213) 289-7458. (36/3x)

400 GP Maico
Mod. and plated frame, alum.-GP tank, Konis, air box, swingarm, chain guide, Wheelsmith pipe, peg, much more. $1450.00. Super 6 bike trailer. $350.00. (805) 273-2061. (38)



'71 YAMAHA RD350 SEMI-CAFE. Xlnt. condition. Need money, $645.00 or best offer. (213) 348-2230. (38)

Cafe Racer
'67, 250 Yamaha. 6 gal. aluminum tank and seat, RR tires plus Akronts; chambers. 102 M.P.H. $400.00 firm. (213) 699-6772. (38)

Xlnt. Bultaco Parts
Hockies M/C, 22025 South Figueroa Street, Carson, California 90745. (213) 328-1242. (38)

1973 Bultaco 250 Pursang
Mint condition, only ridden 4 times. Must sell, $750.00 or best offer. (213) 454-5729. (38)

'72 GREEVES 175 TRIALS/ENDURO, 6 speed, clean, low miles, $500.00. (213) 576-7965. (38)

'74, 125 ELSINORE. STOCK, CLEAN, fast, $750.00 or ? (213) 361-7564. (38)

1970 BENELLI 175cc, STREET & dirt accessories, low mileage — make offer. After 5:30 (714) 774-3118. (38)

$500 Reward
For recovery of 1975 YAMAHA YZ 360 Mono-shock engine and frame No. 484-000660. Stolen on 8/27/74. Work (714) 427-2550, Home (714) 462-0572. (38)

'73, 175 Penton Jackpiner
Never raced, street legal, licensed, many extras. Super enduro bike. $700.00 firm. Evenings (714) 783-0267. (38)

'73 HONDA 250 M.T. EXCELLENT SHAPE, set up for dirt, $700.00. (714) 832-8721. (38)

Alpinas For Sale
'73 — 175, '72 —250 — Reliable, clean, excellent condition, $450.00 each. See too. (714) 879-1329 or (714) 993-4338. (38)

'72½, 125 Pursang
Like new, never raced, $500.00. (213) 839-7225. (38)

'74 Suzuki GT 380 Blue
3 months old, under warranty, many extras. Must sell! Want bigger bike. $1200 or $300 and T.O.P. (714) 828-2587. (38)

'71 OSSA TT SCRAMBLER, basket case, engine complete & new, stored two years, retired Ascot Main eventer, $250.00. (213) 792-6062. (38)

Bikers Dream Home
In Capistrano Beach. Extra large garage with built-in bike hoist, air compressor, 2-work benches. Also attached 3 bedroom, 1¾ bath, large redwood fenced yard. $49,500.00. Will sell V.A. or conventional. Omni Realty, Inc. (714) 545-3734 or 496-6595 (CVMC), ask for Chuck Koistra. (38/2x)

'69 SACHS HAS AKRONTS, full floating brakes, Pettys, street lighting, Mikuni, two pipes, Koba shifter. Please call mornings. $300.00. (213) 836-1575. (38)

'73 Yamaha 360 MX, Very Clean
Many extras, set up for enduros. Asking $750.00. (213) 395-5831. (38)

'73 Honda 350 G
Lo miles, fantastic shape, must see, $875.00. (714) 772-2368. (38)

'74, 125 MX
Brand new, never been used, $699.00. Ask for Chuck (213) 370-5651. (38)

'74 Yamaha Mini YZ
Trick framework, Telesco shocks, new tires, 4 pedal Reed valve, 26mm carb., trick pipe, milled head. Fast and dependable, like new, spare parts. $550.00 firm. (213) 530-3496.

Spotless '73 Suzuki
New Konis, Andres bars, Turner pipe, crank assembly, Wiesco piston & rings. Trick it in forks, Diamond chain, 54 tooth sprocket, Uni levers, Akronts, Petty fenders, plastic tank, K&N forks, seat & covers, weight 185, ported & polished, extra tire, skid plate. Full helmet, tie downs, kidney belt incl. $800.00 — first come. (714) 828-1288. (38)

650 Triumph Redline
Custom built by Mike Burke, "72" dirt-street. Like new. Must see to appreciate. After 4 and weekends. $1800.00. (213) 346-6068. (38)

1973, 125 Bultaco Pursang
Stock, excellent condition, $650.00. (213) 679-2428. (38)

'71 BULTACO 175 LOBITO, LICENSED, low miles, clean, never abused, $425.00. (213) 576-7965. (38)

XR 75 and SL 100
Super fast, stock, 1973-XR 75. 1970 SL 100 bored to 125. (714) 823-9544. (38)

'71 Puch 125
New rings, fenders, chain, and more, ORV reg., runs and looks excellent. Must sell, only $275.00. (714) 279-9094. (38)

CYCLING IN YOUR OWN PEOPLE POWERED VEHICLE will make you young, beautiful and trim. Like these lovely ladies. Save now — in the crate — $325.00. Buddha Enterprises, 10960 Hole Avenue, Riverside, California 92505. 1-(714) 689-3166. (38)

Ron Pierce's 250 Yamaha Rocket
For sale before Ontario. Rode in 3 Nationals, was in winner's circle every time. Ready to race, runs like a fast, 350. Maybe faster! $2995.00 firm. (805) 393-3962 or (805) 871-4524. (38)

Yamaha 1973, 250 MX
DID rims, comp. release, excellent condition — $550.00. (714) 682-4538. (38)

'72 SUZUKI TM 250. EXCELLENT CONDITION, bored new piston and rings, rebuilt crank, new main bearings and oil seals, P.M.C. tank, Bassani pipe, skid plate, $500.00. (213) 329-1435. (38)

Moto X Action Project Bike
TM 125 — FMF porting, pipe, Misi swingarm, fork kit, Webco head, Andre bars, $600.00. (213) 392-3576 or (805) 964-7156. (38/2x)

1973, 250 CZ. MID VALLEY IGNITION and pipe, Míkuni, plastic tank, fenders, levers, Boge shocks, used 5 months, excellent cond. $750.00, maintained perfectly. 1-(805) 967-8817. (38)

'73 Honda XL 250
Like new, low mileage, great enduro, desert or street bike. Curnutts, tires and gearing, $725.00. (213) 443-2300. (38)

'72 Husky 400 CR
Cherry condition, K&N ported, small tank, plastic fenders, Twin Air. Must sell, $875.00 or best offer. (714) 837-0192. (38/3x)

400 CZ '72, FAST AND SMOOTH! Moved up shocks with Konis, P.M.C. tank and plastic (fenders, levers), Mikuni carb., ported, trick pipe, Cheng Shin tire, H.D. spokes, 4130 bars, etc. $725.00/offer. Call Gregg at (805) 527-2048, or Ron at (213) 532-8302. (38)

'71 HONDA CT 70, RUNS great, $95.00. (213) 762-8050 before 9 p.m. (38)

WANT AD BLANK

PLEASE PRINT!

Private Party Rate
Ten words $2
11 thru 25 words $3
(Over 25 words, 10 cents per word)
Headline in Bold Type ..... $1 extra
Pictures, no larger than 5x7 ... $3 extra
(Sorry, we do not bill private party ads)

Commercial Ad Rate
Ten words $4
11 thru 25 words $8
(Over 25 words, 30 cents per word)
Headline in Bold Type ..... $3 extra
Photos ..... $6 (Your Photo)
(No larger than 5x7)

Special Handling $5
(Blind Box or Rotating Ads)
Help wanted ads (ten words) $3
11 thru 25 words $5

Want Ad Deadline
Friday noon for following Wednesday publication. Send cash, check or money order to: CYCLE NEWS, P.O. Box 498 Dept. WA, Long Beach, Ca. 90801.

More replies if you include price.

Cycle News Cannot Be Responsible For Illegible Phone Numbers!

Name

Address City State Zip

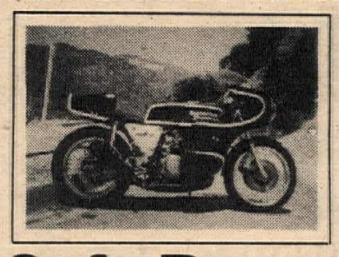
Print Bold Headline here (Leave Spaces)

Area Code Phone Number

GET THE RED OUT

(of our budget)
with a quality CN Product.

full color 18" x 24"

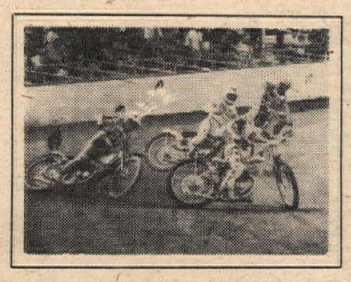


Cafe Racer Poster
high quality paper

Interesting reading for beginner to expert

Learn to ride trails

GIANT full color



Speedway Poster

rush order blank

Send with check or money order to:
CYCLE NEWS PRODUCTS
P.O. Box 498
Long Beach, CA 90801

- ☐ Cafe Racer Poster $2.75
- ☐ Escape by Trail Bike 3.50
- ☐ Speedway Poster 2.75

shipped postage paid

name_____
address_____
city_____
state_____ zip_____

DEALER AND SERVICE DIRECTORY

For a listing here, write Cycle News, P.O. Box 498, Long Beach, CA 90801 or call (213) 427-7433 (ad dept.). Each individual listing $100.00 per year (50 issues).

DEALERS

ARIZONA

Phoenix

Motorcycle Mechanics Institute. Become a certified motorcycle mechanic. Correspondence and resident courses. Day and night classes. For more information write M.M.I., 915 N. Central, Phoenix, AZ 85004 or call 602-252-8039.

CALIFORNIA

Anaheim

Robert M. Law M/C Sales & Service — Sales & Parts at 224 No. Anaheim Blvd. Service at 239 No. Anaheim Blvd. (714) 533-1309. We specialize in after sales service on Triumph, Yamaha, Rickman, BSA, Norton. Open Friday till 9 p.m.

Complete machine shop. Boring, sleeving, pressing, glass-peening, crankshafts, valves, milling, heliarc. Engine rebuilding, repair, blueprints, custom electrical designs. Service on all bikes. Authorized Wiseco piston dealer. Most other pistons in stock. Q & E Cycle Engineering & Supply, 1140-A No. Kraemer Blvd., Anaheim, (714) 630-5720.

Bellflower

Bellflower M.C. Shop, Inc. — 9135 E. Compton Blvd. (2 Blks. E of Lakewood) Bellflower. 925-5093. "We emphasize service." Tri., Yam.

Carson

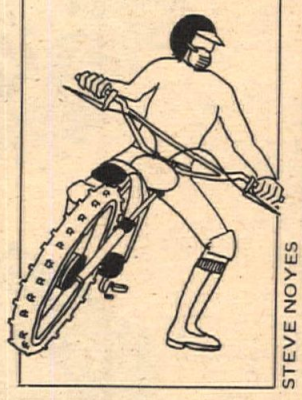
Hockies Motorcycle — Sales & Service, 22025 Harbor Fwy., Carson St. turnoff. 213-328-1242. Gre., Yankee, Ossa, Hod., Bultaco. Also used bikes. Best parts supply in town. We service what we sell. Complete mach. shop. Ex. tuning & mech. work. Hours: 10-7. Closed Sun & Mon.

Compton

Custom City Sports Center — Sales & service. Yam., Montesa, Minibikes, m.c./trailers. Cust. access. See us before you deal, buy, sell, trade. 15721 So. Atlantic, Compton. 635-8058. Hours Sun. 11-5. Mon. thru Fri. 9-7. Sat. 9-5.

Culver City

Ted Evans Motorcycle Sales and Service — Complete line of accessories for Triumph, Husqvarna,



STEVE NOYES

Yamaha, Bultaco, Maico, Rickman, BSA, Jawa and CZ. Street and speed tuning our speciality. Open daily from 9 to 6. Sat. 8 to 5, closed Sun. and Mon. 13347 W. Washington Blvd. 213-390-3406.

Dana Point

Venture Yamaha — Sales, Service, Parts and a full line of Accessories. 34342 Pacific Coast Hwy., Dana Point, CA 92629. 714/496-1234 or 714/831-2720.

El Monte

Suzuki of El Monte — Authorized dealer for Suzuki and BMW. 10735 E. Garvey Ave., El Monte, CA 91733. 213/579-2360. Sales, Service, Parts & Access. Mail order available. Hours 9 to 6 Mon. — Sat.

Fullerton

Town and Country Cycle — Suzuki, Puch and Dunecycles. Sales, service, parts and accessories. Insurance specialist. Try us for hard to get parts. 411 South Brookhurst, Fullerton, California. 92633. 714-871-2460.

Gardena

Honda of Gardena — 15515 S. Western Ave., Gardena. Ph: 770-0603 or 323-8314. Also a full line of Kawasaki M.C.'s. Parts and Access. We handle M.C. insurance too! Come in or call for further info.

Hollywood

Honda, BMW, Triumph

Bill Robertson & Sons, Inc. — The one stop shop for the Beginner or Expert. Dirt or street, Racer or Rider. Sales, Service, Parts, Mail Order, Accessories, Insurance. Near Hollywood Freeway. Open six days a week. 6525 Santa Monica Blvd. 213-466-7191.

Inglewood

Intensified Crowell Cycle Shop — Ossa, Hodaka, Maico, Moto-Guzzi. Complete parts & service. 10427 Prairie Ave., Inglewood, CA. Ph: 213-673-5562. Hours: Mon-Fri. 9-6, Sat. 9-4.

La Habra

LeBard & Underwood — 321 E. Imperial Hwy., La Habra, phones 714-879-8252 or 213-691-0553. Sales, Service, Parts & Insurance. Honda, BMW, BSA & Triumph. Parts Dept. open Mon-Fri 9-9, Sat. 9-5, Sun. 11-5.

Lomita

Harley Davidson of Lomita (2 miles west of Harbor frwy) between Crenshaw & Western in the South Bay Area. We specialize in late model parts, prompt service and volume sales of new and used Harley-Davidson Motorcycles. Tues.-Sat. 8:30 to 6:00, Sat. till 4:30. 213-534-5530.

Pacific Coast Honda — 2073 W. Pacific Coast Hwy, between Western and Crenshaw. Sales & Service & Financing for those hard to get CR-125M and CR-250M parts and accessories. Also a complete line of street accessories. Honda generators. 213-326-3810.

Long Beach

Harley Davidson of Long Beach — 3654 Long Beach Blvd. 426-7101. H-D dealer for Long Beach area. Full line of parts & access. for both Road & Competition riders. Top quality service, fully equipped svc. dept. Open Tues-Fri. 8:30 to 5:30. Sat. 8 to 4:30.

Montebello

Steve Hurd, Inc. — Kawasaki, Husqvarna, DKW and Penton. 9-8 Mon-Fri., 9-5 Sat. 111 E. Whittier Blvd. Montebello, CA 90640. 213-726-1002. Complete lines for street and dirt.

Pacoima

Casey's Cycle Repair — Triumph, BSA, Bultaco, Hodaka. Svc. for most, complete machine shop. Open Tues. thru Sat. 9-6 p.m. 10249 San Fernando Rd. Pacoima. Phone 213-899-9519.

Redwood City

Selby Motors — 346 El Camino Real, 94062. 415-369-4112. We sell, service & stock parts for Kawasaki, Suzuki, BMW, BSA, Maico, Rickman and Montesa. Largest stock of tires, accessories, M.C. parts in the Bay area. Financing easy pay ins. and honest deals that we stand behind. Open Tues. & Thurs to 9.

Santa Ana

Roy's M.C. Shop — 12461 Westminster, Santa Ana. "Orange County's oldest established Honda dealer." Honda, Full Bore dealer. Kawasaki. 714-531-0742.

Irv Seaver Motorcycles — Suzuki, BMW, Ossa, Yankee, Triumph, BSA. 2402 N. Main St., Santa Ana. 714-542-8691.

Santa Monica

California Kawasaki — Selling Kawasaki's exclusively. Complete supply of parts and accessories. Race proven Service Department. Open 7 days — Mon. thru Sat. 9-8, Sunday 10-6. 3009 Lincoln Blvd., Santa Monica, California 90405. 213-392-4131.

Thrifty Lad Honda — Selling Honda Exclusively. Huge supply of Honda parts plus accessories for all makes. Expert repair service for all makes & models. Open 7 days a week. 8 a.m. to 6 p.m. 2411 Lincoln Blvd., Santa Monica, CA 90405. Phone 213-392-3066.

Stockton

Coleman's Husqvarna Sales — 1545 E. Miner Ave. 209-466-5872. Full line of Husky parts and Hallman accessories for the Motocrosser, Six Day and Enduro rider. Hi Point Boots. United Parcel Service.

Torrance

Honda of Torrance — 18411 Hawthorne Blvd., Torrance, CA 90504. 213-371-7533 or 772-1823. Only authorized Honda dealer in the Torrance area. Parts and sales open 7 days; service open 6 days. Parts & accessories are our business. M.C. insurance. Free local pick up. M.C. trailers. Honda generators. Largest outdoor display in the area. Bank financing.

Upland

Allied Motorcycles — Authorized Dealer for Suzuki, Maico, Gemini & Keystone Minibikes. 60 E 9th St., Upland, CA. 91786. 714-985-9871. Sales, Service, Parts & Accessories. Expert porting. Good selection of used bikes, also tons of new & used parts for all makes and models. Mail order available. Hours 9 to 6 weekdays, Sat. 9 to 5.

Woodland Hills

Kolbe Cycle Sales, Inc. — 2 locations, 22123 Ventura Blvd., Woodland Hills, and 7514 Reseda Blvd., Reseda. 213-348-7865 and 213-345-7616. Honda, Hodaka, and Rickman Metisse. Sales, Parts and Service.

STEVE NOYES

SERVICES

Broken Studs

Tap-Ex Company — 1825 W. 144th St., Gardena, CA 90249 (213) 323-3834. Broken studs, e-z outs, drills, taps, screws, pins, reamers, inserts, etc., removed without damage to hole or threads by electronic disintegration.

Expansion Chambers

Getting beat? Start smoking with the Bone's Smoker Expansion Chamber. Made to order. Complete go fast service for motocross riders, racers, and dirt bikes. Porting, frame modifications, dyno tuning, and frame lowering kits. Mail order. Bone's Cycle Service, 2310 Meadowlark St., San Pablo, CA 94806. 415-758-2843.

Frames

Champion Racing Frames — 23684 Clawiter Rd., Haywark, CA 94545. 415-782-3121. Yamaha, Kawasaki, Suzuki, Bultaco, Honda and Ossa Frames.

Forking by Frank — 945 Pitner Ave., Evanston, Ill. 60202. 312-475-1003. Fork tubes and front suspension components for any cycle in any length. Springs, collars, crowns, trees, braces, kickstands, spring conversion kits. Honda extended cables, etc. We make a guaranteed tube.

CMC Products Inc., 2134 Old Middlefield Way, Mountain View, CA 94043. 415-961-2446. Racing frames for flat track and motocross.

Impact Tools

Easy Driver Impact — a patented 3/8" sq. drive impact screwdriver with superior loosening and tightening ability with only half the force necessary as compared with others. Unconditionally guaranteed. See at your favorite dealers. I.I. INC., New Braunfels, TX 78130.

Insurance

"The Motorcycle Insurance Writer" — since 1937. Fire, theft, comp. P.D. & B.I., individual motorcycle insurance and Dealer insurance. John Maynard Insurance, 3447 Motor Ave., Los Angeles, CA. 846-5211.

"INSURANCE" FOR EVERY PURPOSE — Event Ins. — Rider-Participant — Accident — Premises-Park Liability — Promoters Liability — High School MX — Bicycle MX. TOM ALLREAD, ASST. VICE PRES. E. BROOX RANDALL, 1132 N. Vine St., Hollywood, CA 90038. (213) 462-2111 Ext. 250. (see issue No. 18 pg. 37 for more info.)

Leather Apparel

Custom Made Motorcycle Apparel — Number changes, alterations and zippers replaced. Clarice Amberg ABC Custom Leathers, 9802 S. Atlantic Ave., South Gate, Calif. 90280. Phone: 213-564-1715. Open 8 a.m. to 4:30 p.m. Mon. thru. Fri. By appointment only Saturday. Evening appointments available.

Handcrafted in U.S.A. Superior quality riding or competition leathers and jerseys, zipper or buckle riding belts. Free literature on request to Bill Walter's Leathers, 445 S. Victory Blvd., Burbank, CA 91502, or phone 213-843-1255.

M/C's & Parts

Northern American Imports, Inc. — Sole Importer for Mavrick Products — Mavrick shocks, DID & Akront alloy rims, steel rims, spokes, MX handlebars, spool hubs & more. Speciality products for Street, Custom, Dirt & Competition. Free literature upon request. 2325 Cerro Gordo, P.O. Box N, Mojave, CA 93501.

Number Plates

Kandy Plates — quality number plates. 72 Highland Ave., So. San Francisco, CA 94080. 415-583-7294.

Sleeve Liners

Los Angeles Sleeve Co. — Manufacturers of motorcycle cylinder sleeve liners. Dealers write or call for catalog. 3600 Fowler St., Los Angeles, CA 90063. 213-262-1895.

Steel Shoe

Ken Maely The Original Shoeman since 1950. Steel Shoes custom made to order, $40.00, also 14" lace up boots, $45.00. Send boot or cardboard pattern. Route 2, Box 75B, 8530 Bedford Motorway, Corona, CA 91720. 714-735-0540.

Wiseco Pistons

High performance two-cycle pistons. Sizes from STD to .080. Q & E Cycle Engineering & Supply, 1140-A No. Kraemer Blvd., Anaheim, CA 92806. 714-630-5720. Catalog on request.

AD VERTISER INDEX

AMC 38
Action Cycle .....WA
American PJ Co. 20
Anaheim Sportcycle ...10
Anaheim Suzuki Works .13
Ancra Corp. 22
Al Anders Bul/Kaw 13
Ascot Park 11
Bay Area Bul 13
Bellflower CZ 17
Bertus Jawa-CZ 15
Big Boy Mobile Food Srvs. 41
The Bike Shop 13
Bill's Cycle Cntr. 10
Bolt King 13
Dale Brown Suzuki 14
Bultaco Int'l. 19
Burak-Bye Prod. ...16, 22
CMC 13
CMS Specialties 18
CRC 38
Coast Moto Cycle 20
Competition Srv., Inc. ..11
Cooper Motors 14
Coronado Motor Sports 22
Crowell Cycle .....WA
Cycle News Subscription Info. ..48
Cycle Parts 14
D & R Cycle 19
DRA 40
Dirt Diggers M.C. 39
Double Crossers M.C. ..38
Doug Douglas MC 14
Draco's Motorcycles ...13
E.C. & Walker 14
Ted Evans MC 17
Flying Machine Factory 20
Genesco 13
Goodyear Tire & Rubber Co. 3
HRL Lubricants 15
Harley-Davidson 5
Hercules Dist. 20
Hooker Headers 20
Horizons Unlimited .18, 20
Jim Hunter M.C. Repair .....WA
Steve Hurd MC .....WA
Husqvarna Motor 15
Indian Dunes 40
Iron Horse Cycle 20
Irwindale Rcwy. 40
J & J Motors 16
J.L. Sales 20
M.O.R.E. .....WA
Media Max 11
Mid-Valley 20
The Motorsport Co. ...16
Orange County Cycle West .....WA
Othman Dist. 14
Pasadena Honda .....WA
Paulson's 17
Pennzoil 9
Penton West, Inc. 14
Pomona Valley Desert Riders 40
Poppy 18
Q & E Cycle Eng. & Supply 14
Quality MC Repair ...WA
Racer of Calif. 11
Rokon 14
Salem's MC 22
Scuderia 17
Carroll Shelby Ent. ...20
South Bay MC .....WA
Speedway Ent. 18
Steve's Bultaco .....WA
Sweet Duck Suzuki 15
T & O Yamaha 16
Sammy Tanner Dist. ...16
Target Prod., Inc. 19
Three-Wheel Org. of Owners & Racers ...40
Town & Cntry. Cycle .WA
Trippe-Cox Ent. ...24, 25
20 Second Pits 41
United Racing Assoc. ..40
Valerian's 10
Valley Cycle Pk. ...20, 41
Vera's Leathers 22
Bill Walters Leathers ...17
Webco Inc. 17
Westminster Sportcycle .13
Wheelsmith Eng. 19
Whittier Honda 19
Women's Auxiliary Pasa. Fire Dept. 16
Work Shoes Unlimited 19
Yamaha of Corona 14
Yamaha of El Monte ...20
Yamaha of Fontana ...13
ZDS Motor Corp. 16

CYCLE NEWS HITS YOU RIGHT WHERE YOU LIVE.

WEST

Cut out coupon and mail today. If it's happening in the West, you can read all about it every week in *Cycle News West.*

☐ NEW SUBSCRIPTION—1 yr. (50 issues), $12.50.
☐ Renewal—1 yr. (50 issues), $12.50.
☐ Free sample copy (second 50¢ for postage/handling).
☐ Check or money order enclosed. Bill me.

Name _____

Address _____

City _____

State _____ Zip _____

Mail to: *Cycle News West,* P.O. Box 498, Long Beach, California 90801

CENTRAL

Cut out coupon and mail today. The newest biggest, most informative motorcycle weekly in these here parts is *Cycle News Central.*

☐ NEW SUBSCRIPTION—1 yr. (50 issues), $12.50.
☐ Free sample copy (send 50¢ for postage/handling).
☐ Check or money order enclosed.
☐ Bill me.

Name _____

Address _____

City _____

State _____ Zip _____

Mail to: *Cycle News Central,* Box 13245, Austin, Texas 78711.

EAST

Cut out coupon and mail today. If it's happening in the East, you can read all about it every week in *Cycle News East.*

☐ NEW SUBSCRIPTION—1 yr. (50 issues), $12.50.
☐ Renewal—1 yr. (50 issues) $12.50.
☐ Free sample copy (send 50¢ for postage/handling).
☐ Check or money order enclosed.
☐ Bill me.

Name _____

Address _____

City _____

State _____ Zip _____

Mail to: *Cycle News East,* Box 805, Tucker, Georgia 30084

CYCLE NEWS WEST/CENTRAL/EAST

Something for everyone.